

The *International* Teamster

MARCH 1951

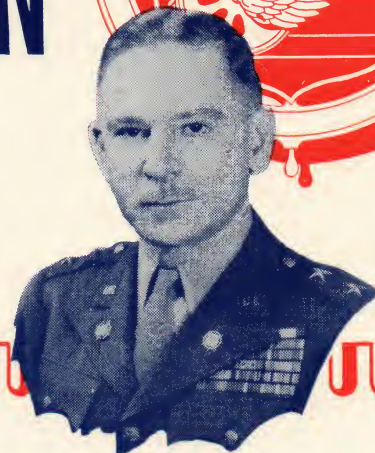


VERMONT *Sugaring-Off* PARTY

A Tribute to TRUCK TRANSPORTATION

By MAJOR GENERAL FRANK A. HEILEMAN

*Chief of Transportation
Department of the Army*



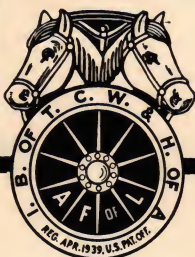
During World War II, the Army's Transportation Corps moved more cargo by truck than in any other war in history, while American labor and industry set an all-time production record. Modern wars are wars of movement. Armies must be transported to the enemy, then supplied to defeat him. If the army advances, supplies must advance, therefore American armies were literally put on wheels.

Some famous World War II TC highway units included the Red Ball Express which followed General Patton to Paris. Also the ABC, XYZ, Green Diamond and White Ball routes all in Europe. The Ledo-Burma Road connecting India with China for truck movement, proved the longest, most difficult route for trucks ever undertaken. The planes that arrived at Templehof Airport at two minute intervals in the famous Berlin "Operation Vittles" would have been useless if the trucks which cleared the landing strips had failed to keep cargo moving away so planes could land. . . . During peacetime, Americans moved more weight at greater speed than any nation on earth. On this ability our military transportation system depends.

It was said during the last war, "The real American secret weapon was two hands frozen to the steering wheel of a cargo truck." Those hands and those trucks took the war to the enemy.



The International Teamster



DANIEL J. TOBIN • Editor

THOMAS E. FLYNN • Assistant Editor

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No. 3

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Red Cross Drive

This month marks the annual fund drive of the Red Cross. In peace and in war, no other organization can afford to the people the same services as can the Red Cross.

With affiliated organizations in all the civilized nations of the globe (with the exception of Russia and some satellites), the Red Cross is an organization whose power to aid unfortunates spans national boundaries and intervening oceans.

When disaster strikes at home, the first one of all organizations on the scene is the Red Cross, for its membership is taken from the American public.

Never let it be said that the big hearts of union Teamsters ever let this worthy appeal pass by unanswered. Give!

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Timely Remarks

by DANIEL J. TOBIN

Unfortunate Stoppage

The Brotherhood of Railway Trainmen have gone back to work. It was a pity they ever stopped work. Everything that they obtained, in my personal judgment, could have been obtained without attempting to paralyze the transportation of the nation. The trucking business went on as usual, and perhaps increased its tonnage hauling as a result of the strike. Everything dependent upon the railroads, including the Railway Express Agency, was practically tied up. This included the Post Office. That is a pity and a shame, and I say that it did not help labor.

The first thing we know we will be confronted with legislation crippling us with compulsory arbitration as a result of such stoppages of work. I say this somewhat in sympathy with the Trainmen. This is the second time in two years that the Trainmen's Union has been denounced by the President of the United States. Such denunciation, while perhaps undeserved to some extent (or at least milder language should have been used), is not helpful to any of us.

In a way, people do not understand this question. The Trainmen were negotiating for weeks and months with attorneys for employers and representatives of the Government. They could get nowhere, and they were forbidden to order a legal strike. The men who compose the membership and who control the officers of that union were so thoroughly disgusted that they finally became broken in spirit, and they refused to show up for work.

Now, if there is any member of the Teamsters' organization who does not feel like working, there is no law in the Teamsters' organization which can compel him to go to work. If there was such a law it would be the next thing to slavery. When you force a man to work against his will, you are going back to the days before Lincoln abolished slavery.

Of course, the Government tried to prove and still believes that there must be unity of action, some-

thing leading towards conspiracy, when thousands of men were sick at the same time. I hold that such action could take place the same as a plague sweeping over the land, beyond the power of the International officers. Therefore, I hold that any decision by the courts penalizing the International Union of Trainmen is an unjust decision. I have had strikes and stoppages of work which were illegal which I ordered stopped and which reluctantly the men obeyed. But suppose the men did not obey my order? Would it be right to hold me or the International Union responsible for the acts of such individuals? It must be borne in mind that the memberships of local unions are Americans. They are not slaves; they are free men. When local unions or a group of local unions make a mistake, for which they can be punished by the International, is when they violate the Constitution. That is where they are wrong and that is sometimes where the law is weak in not penalizing them in addition to the penalties of the International Union for such violation of their own organization's laws, which they have made.

An International Officer of a labor union is not a free agent. As soon as he is elected he is obligated and he pledges that he will carry out the Constitution as adopted by the convention, just as any officer of the Government obligates himself to fulfill his duties and carry out the Constitution of the State or of the United States. I, therefore, say that International Officers such as the Trainmen's official, Mr. Kennedy and his associates, are not responsible and should not be held responsible by Judge Michael Igoe or any other judge for something they were helpless to prevent. Such interpretation of the law and such decisions by federal judges are laying the groundwork for more hatred, which eventually leads to loss of confidence in the Government and finally raises and nurtures the awful serpentine disease of revolution. In every country where there have been revolutions, as far as I can read in history, they have been brought about by persecution of the toilers. We had it in our next-door neighbor, Mexico. The cause of our revolution, led by Washington, was persecution by the British Government. The French revolution was based on poverty, starvation and hunger. Consider the instance when the starving millions of French people were hungry and the Queen, Marie Antoinette, asked what was the matter and one of the ladies of her chamber said, "The people have no bread," and she said: "Let them eat cake." That is a sample of the ignorance of the rulers of other days which brought about

their destruction in nearly every nation in the world where royalty, wealth, filth, dirty living, disease and unmentionable debauchery prevailed among wealthy rulers.

I repeat, the decisions in the courts against the men of labor are planting the seeds of discouragement and discontent, to use the mildest possible words.

I sympathize with the Trainmen for their loss of hope in endless negotiations, but I strongly believe that in this hour of danger they should not have attempted to paralyze the nation by a stoppage of work, which eventually brought them nothing that they could not have obtained without that stoppage, and brought on their heads, rightfully or wrongfully, condemnation from the President of the United States and words of bitterness from nearly every newspaper in America.

You can be innocent. Your motives can be based on justice. But if you forget your country is involved in a life and death struggle, no matter what your grievances are, even though they be many, nothing can come to you but the hatred and the curse of the people of our country. So beware, all labor unions, and I speak from years of experience: Suffer anything in this hour of danger rather than put any obstacle in the way of your Government which might drive another nail into the body and brain of the freedom-loving people of the world.

The General Executive Board

The General Executive Board, which met in Miami, Fla., had what was perhaps the most successful meeting in the history of the International.

It is to be expected that, in these disturbing times, many grievances and difficulties confront not only our local unions but also the International Union. We are touching every trade and organization. Consequently, there must arise, even with other labor organizations, questions of jurisdiction and sometimes misunderstandings. Due to the patience and diplomacy of our local business agents and organizers, we smooth over or reach agreements in 90 per cent of those cases through understandings brought about by conferences with the parties of the other opposite disputing unions. Years ago this could not happen because men were each one looking for their "pound of flesh." Today local business agents and representatives, as well as General Organizers, understand fully that only a man that can bring about understandings and agreements without serious disputes, and above all without stoppages of

work, is the man that is valuable to his own membership and to the labor movement in general, and especially to our nation in these awful, almost indescribable days of uncertainty.

The General Executive Board has, however, some unnecessary misunderstandings between local unions. For instance, in a conference in a certain part of this country which consisted of all the local unions, and was created and approved by the International Union, one local union refused to go along with the vast majority simply because an individual officer in this local union believed that things should be different. Everyone else in all of the several local unions, numbering over 50, were satisfied that a certain condition should prevail.

This kind of man is a detriment, because even if he was right in his opinion (and they are seldom right), it is his duty to abide by the decision of the majority when he knows in his heart that the majority rule is the governing rule, not only of the International Union but of every form of free government. What's the use in talking democracy and freedom when all freedoms are based on the decisions and will of the majority and then, when it comes to our own individual case, we rebel against the majority?

How often have I disagreed with the Building Trades, of which I am a member of the Executive Council? How often have I disagreed with the Executive Council and policies of the American Federation of Labor? My disagreement is all right unless I go so far as to try to destroy or corrupt or create disharmony within that body. You can't be a real union man at heart unless you abide by the decisions of the body that created you in your position, which is the majority.

We have another grievance which crops up once every three or four years where the defeated candidates for office in a local union welsh and squeal and chew the rag for hours and days. Why? They simply lost their jobs by the majority vote, of course.

Whenever there is opposition in a local union to a candidate or an officer, we insist on a secret ballot by the membership so nobody knows how the other man votes. In that secret ballot a member in good standing votes for his choice. While the balloting is going on, we allow each candidate to have a watcher at the ballot box, so that no individual can vote unless he is entitled to vote. During the counting of the ballots each candidate for any office is also entitled to a watcher to see that the votes are counted honestly, and the watcher can inspect each ballot if he so desires. This is democracy and fair

play, based on honesty and justice. At the end of the count any individual who rebels because he was defeated is anything but what I call a real Trade Unionist.

Some of those matters came before the Board and we rendered decisions in accordance with the laws of the International Union and in accordance with our experience and the principles upon which the labor movement is founded.

All in all, the General Executive Board had a most important and interesting meeting. But, I repeat, some of those cases that were before the Board should have been settled among the membership involved.

In addition to this, we had considerable confusion existing throughout the labor movement and which prevails in the capital of the nation, Washington, D. C. There never, in any war, was such confusion as now. But we will, I hope and pray, work out of it in time to save our country.

There is so much up in the air in Washington that it is really impossible to find out where we are going from day to day. We have so many inexperienced millionaires, who never dealt with union labor, or who, at least, were never friendly with union labor, handling the problems of labor that I believe labor is in a more dangerous position now than at any time during the many years I have been a representative of this International Union.

There is no number-one labor man to advise the President. Consequently, we are having stoppages of work, many of which should be avoided, in different industries, week after week.

I spoke to a prominent man in public life the other day, and he asked me what I thought was the cause of all of this unrest and uncertainty. I believe it is based on discouragement of the masses of the people, and I advised him that, among the many causes of our grievances, is the Taft-Hartley Act. We never had as many strikes as we have now in the First and Second World Wars because we had no Taft-Hartley Law at that time. If the heads of both the Republican and Democratic Parties will just understand that you cannot force men to work at the point of the bayonet or carry the chains placed on the backs of labor by the Taft-Hartley Law and some similar laws, including the Hobbs Act, which was aimed exclusively at the transport workers, but more especially at the Teamsters' International Union. Then they would understand the cause of some of the discontent. You don't hear the politicians talk about the Hobbs Act, which we consider

on the opinion of our leading attorneys as the most dangerous piece of legislation enacted over a half-century by any Congress against transport workers. They tell you, "Well, Mr. Tobin, we will not enforce that as you interpret it." How do I know that? All I know is the law is there whenever they are ready to persecute our membership for the least violation of the law based on intimidation or even by a business agent approaching a man crossing a state line and asking that man if he is a member of the union.

Labor is getting nowhere very fast. The uncertainty throughout the world, bordering on perhaps a third great destroying world war, is not something to be laughed off. It may be quite close. The politicians of the nation on both sides (one party seemingly is as tough as the other), are to blame because they are blundering in the management of this world situation and in how to handle the workers of the nation, who are the backbone of any country in peace or in war.

We went through two world wars, and labor went along 100 per cent with the Government. In this present crisis, or in the next war, which seemingly is coming, judging from expressions and appearances, labor is dissatisfied. It is hateful of the masters in the political arena. Even if labor bows its head in behalf of its country, it will be with bitterness, discouragement and loss of confidence in the political leaders of the nation.

This is how I see the picture at this writing in the middle of February, 1951. I hope and trust I am wrong in my analysis. There is yet time to remedy the situation by taking into the confidence of the Government the real representatives of labor whom labor has always listened to, whom the masses of the movement believe have no ulterior motives except to make any sacrifice necessary for our country, this great nation whose very foundations and freedoms are now in such danger.

Let us hope for the best in the midst of the awful confusion now prevailing in Washington. But no matter how black the clouds may be that now hang heavily over us, it is our duty as real Americans and union Teamsters to help, to help more and to continue to help our country in every way humanly possible in this, its darkest hour. And the best way I know of to help is to settle your troubles with your employers by conference and consultation, thereby avoiding stoppages of work if it is humanly possible.

Regarding Military Service

Apparently our country will not be ready for war

within the next two or three years. I have written before that I consider no injury will be suffered by any young man over 18 getting into the service and wearing a uniform. I have had many letters on this, some favorable and some unfavorable. Some have charged me with not understanding the feelings of fathers and mothers when their boys are going away. I understand the feelings of a father and mother because I raised six children on practically no money and I saw two of them in uniform in the first World War. One of them was so seriously ill in Plattsburg, N. Y., in training that seeing him in bed in a temporary hospital left an impression on my mind that has never been quite obliterated.

Sometimes now in my dreams I can see that sight of young men dying for want of medical service. I say this to refute those who charge me with not understanding the feelings of fathers and mothers. I do understand every pang and sorrow for I too have endured those burning griefs. My sympathies go out and my heart is touched with pain when I am traveling on a train and see young men on their way to their training camps.

But those same young men can say to themselves, and to those who come after them, "We did our share without flinching and we are proud we helped to save our country and the world from destruction and debauchery."

Now from the business standpoint, when young men return from the service (as 99 per cent of them will return), they will have the privilege that will be given to them by our Government, as they should have, of having had experiences that will be helpful in later life. I dread to think of the young man, 10 years from now, who will try to make his way in the world who has not worn a uniform in this great struggle for our continued free, God-fearing civilization. Such young men will not be admitted even into ordinary clubs or gatherings which will mostly be composed of ex-servicemen. Such young

Not Tasty, But Healthy!



The International Teamster

men, even though they wanted to get in and were rejected because of physical and other reasons, will not be able to get anywhere politically, or from a business standpoint, until the men who wore uniforms are first taken care of. Can you imagine the feelings of a young man of say 28 or 30 years of age who is ignored, silently excluded from gatherings and conversations, which will deal with the war which we will imagine now has just ended by 1954?

The purpose in writing this is to explain to parents and to those eligible for service the glory and the advantage, first, of sacrificing in behalf of the country which gave them birth; and, secondly, to point out to them from a business standpoint the advantages that will come when the struggle is over.

As for fatalities and injuries, let us talk about that. Last year there were nearly 40,000 persons killed in the United States by automobile and other accidents, mostly by motor accidents on the high-

ways of the nation. In addition to that there were over 100,000 people hurt and maimed, some of them crippled for life. A young man going into service and going over to Europe has almost an equal chance of coming back safe as has an ordinary American citizen traveling through the states of the nation or through the cities and towns in the states. You are not even safe crossing the street even though you watch the signal lights. Some one stupid, blind, heedless, or perhaps under the influence of liquor, may cripple you for life.

I repeat this to endeavor to say a word of encouragement to the fathers and mothers and sisters of the boys over 18 who will be called into the service of the nation and who will be taken care of medically and otherwise when they return, as long as they live.

What if we do not resist? Then all the sacrifices that were made by the generations who preceded us, who gave their life, their blood and everything they had for the freedom which we now enjoy, would be thrown to the winds. Unless we resist with all the power we have we will surely be destroyed and perhaps this kind of civilization which we love and enjoy may not come back for centuries.

In closing I say—and I am not boasting or looking for the limelight or a pat on the back—I only wish I was of age to be one of the boys to wear the uniform of our country for the purpose of defeating the enemies of freedom.

It's More Blessed to Give . . .

I have no use for the man who is continually finding fault with everything around him. Sometimes this fellow is a chronic smart aleck. Other times he has a diseased, soured mind that is beyond understanding. There are few of this kind in our organization but there are some who really and truly need medical examination because there is something wrong with their mental faculties or they would not be sour on the world.

Sometimes people wonder why some men go along and seem active even as the years go by while others drop by the wayside. The main cure for trouble of mind or body is to try and forget your troubles when you leave your place of employment. Don't take the unpleasant facts of the day with you if you can possibly prevent it, but try to talk and act in such a manner that you will cause others to laugh and enjoy your company. If you can laugh

yourself even though under a mental strain, believe me when I tell you it is the best kind of medicine. A sour-puss, a grouch, a chronic kicker is a diseased mentality that should be more pitied than scorned. Acquaintances move away from them, old pals don't want to associate with them. Why? Because as Mike Cashal of New York used to say, they throw a wet blanket on everything. They hang crepe on all their surroundings. Don't be one of those. Say a word of encouragement to your officers who are doing the best they can, even though you know that some might do better if they tried.

You have the right to criticize, but it should be just, constructive criticism. Anyone can find fault with somebody else and overlook his own weaknesses, but give me the man that finds fault intelligently and as a constructive suggestion of helpfulness. I don't believe that any man is as great in a meeting or elsewhere as the man who admits his own weaknesses and his own admission that he too is human and susceptible to making mistakes. That kind of man is a strong man and never will be a failure. The egotistical monstrosity who believes he knows it all, who believes everyone who does not agree with him is a weakling, is a menace to society.

Try and play the game fair and don't waste any time trying to win over an impossible grouch to your honorable way of thinking. Friendship and consideration for the other fellow is one of the greatest gifts in life. I consider the quality of making friends equal to the qualities of honesty and courage. I don't want to make friends of those who are willfully wrong or whose minds are so diseased, perhaps from birth, that they could not do an honorable thing or perform an honest act even if you paid them. Such critters are not worthy of the respect or trust of decent men.

I am making the endeavor here to help you to sustain the sufferings which surround you every day and which may engulf you more in future years. The medicine I give is: "Be cheerful no matter what the costs." Don't make others suffer and carry your load. Bring home a smile and bring into your companionship some life and love and happiness by saying and doing the cheerful things. No matter how humble you are, you can do something in life by your actions and expressions which perhaps will bring greater joy and happiness than material or substantial gifts. It is not what you can get out of life that counts, it is what you give to life and what you can *make life* for yourself and others. That's what counts when "the day is done." When we check in to that far-away land boasting will get you

nothing. If you want to be happy, make somebody else happy. Keep smiling, even when it hurts.

Mailing List Help

We are making wonderful progress in correcting our mailing list because we are receiving more help from the secretaries of our unions. Our JOURNAL has an enormous circulation and it is mailed free of charge into the homes of our members. When a member moves he should notify, by a postal card, the secretary-treasurer of his local union of the change in his address. Secretaries should send in the names of new members to our printing headquarters, which is Ransdell Incorporated, 810 Rhode Island Avenue, N. E., Washington 18, D. C.

The JOURNAL is intended to render service to the members of our union who are in good standing. Help us, then, all you can to make the changes necessary to keep up our mailing list properly. It costs us ¼-cent to mail each copy of the JOURNAL. If a member moves without giving us the address change, it costs us 2 cents for each one returned. So you see, in addition to the cost of printing our

JOURNAL, we lose an additional 2¼ cents, sometimes through the carelessness of the member in not reporting his change of address and sometimes by the carelessness of the secretaries of our local unions. The member may not fully understand his carelessness but the secretary of a local union does understand because he is experienced, or should be, in the laws and rules of the International Union.

The day will come, and it is not far off, when secretaries who fail to report changes in the addresses of their members or fail to send in the names and addresses of those entitled to the JOURNAL, will be suspended from office and perhaps from membership for wilful negligence and for violating the Constitution of the International Union. We have this power now to deal with local unions that fail to send in lists each month, but we hate to exercise this power. We can suspend any local union now that fails to comply with the Constitution, especially in this matter. Again I say we try to be patient, we try to be understanding of the secretaries, but sometimes there is a limit to patience, so please carry out your duties in attending to this and please help us because our purpose and our obligation is to help you.

Warehousemen Treat Problems

National Meeting in Chicago Establishes Seven

Man Executive Board to Act Between Conclaves

EMERGENCY problems in the warehouse industry created by the defense crisis were the chief topics of discussion at the recent National Warehouse Conference attended by delegates representing warehouse locals from all parts of the United States. The meeting was held in Chicago, Ill., January 22-23, at the Morrison Hotel.

The conference established a seven-member executive board to act for the Policy Committee between sessions of conference delegates. Those on the board include Joseph Bernstein, No. 781, Chicago; Harold Gibbons, No. 688, St. Louis; Fulmer H. Latter, No. 222, Salt Lake City; Charles DiGuardo, No. 570, Baltimore; George E. Mock, trade division secretary, Seattle, and Bert Brennan of Detroit.

During the Chicago meetings 15

resolutions were adopted covering a wide range of questions of importance to employees in the warehouse industry.

In order to coordinate its efforts more effectively, the delegates passed a resolution recommending that Policy Committee members be made responsible to the National Warehouse Conference for their own particular areas. Policy Committee members are to make certain that conference programs, in cases where more than one local union is concerned, are cleared through the Joint Councils and other affected locals in the area. Policy Committee members will be responsible for asking the cooperation of Joint Councils and other local unions.

Of major importance in the defense emergency was the resolution concerned with cooperation with and

participation in Government agency work. The recommendation as passed by the conference said:

"That the Executive Board be authorized by the Policy Committee of the National Warehouse Conference to study the many problems that are now and will in the future confront this Conference with the United States Government make appointments to the various commissions and boards needed in the present national emergency and the Executive Board be further authorized to make recommendations to the International Union when necessary to do so to protect our members and jurisdiction in the warehouse field."

During the two-day conference the delegates discussed labor relations with several major large corporations which operate nationally. A major goal of the trade division, the discussions indicated, is that of settling differences on a national basis with those organizations which operate nation-wide. Authority to effect national agreements would be sought from the International.

Important Meetings Scheduled

A SERIES of meetings of major importance in the over-the-road and warehouse fields will be held in Chicago March 28-31, according to a letter of information and instructions recently mailed to secretaries of all local unions, joint councils, and national trade divisions by Dave Beck, Executive Vice President.

1. The Policy Committee of the National Over-the-Road Trucking Conference will meet at 9:30 a. m., March 28 and 29, in the Illinois Room of the Palmer House in Chicago.

2. A general meeting of the National Over-the-Road Trucking Conference will meet at 9:30 a. m., March 30, in the Red Lacquer Room of the Palmer House.

3. The annual meeting of the National Warehouse Conference will meet in the same room—Red Lacquer Room of the Palmer House—on March 31, at 9:30 a. m.

Plans for Checking

The Over-the-Road meetings will be held for the purpose of making detailed plans for the annual National Checking Campaign. The meeting of the Policy Committee on March 28-29 will give members an opportunity to work out preliminary plans and details to present to the conference on March 30. The tentative date of the National Checking Campaign is May 7 to 11, inclusive. Final decision on this date will be made at the Chicago meetings.

The 1951 National Checking Campaign promises to be one of the most important efforts ever taken by the Teamsters. This campaign has been adopted as a primary organizing policy of the International Brotherhood of Teamsters. The General Executive Board, says the letter from Vice President Beck, is calling upon all local unions, joint councils, area conferences and national trade divisions to give 100 per cent coopera-

Series of Sessions in Over-the-Road and

Warehouse Fields Set in Chicago March 28-31;

Plans for Annual Checking Campaign to Be Shaped

tion in the national checking program.

The Chicago meetings will be important in planning the campaign and working out details to be followed by all cooperating units of the Teamsters Union. Each joint council is entitled to send two representatives to the General Over-the-Road meetings. If any joint council desires to send only one, such action will be approved.

Each local union having over-the-road trucking jurisdiction may send at least one delegate, but if it is within the union's means to do so, such local may send an additional delegate, but not more than two, according to the letter of instructions being sent to all secretaries.

The cooperation of all unions and other affiliates is sought in publicizing the Chicago meetings. Teamsters are asked to publicize the Chicago meetings in their own local union, conference and other papers and through the labor press in general. A large attendance of delegates at the Chicago meeting is being sought in the interest of a successful first step in the 1951 campaign.

Rooms Reserved

During past pre-campaign periods all local unions and joint councils have been notified well in advance of over-the-road meetings in order that work can be planned and proper arrangements made to see that delegates are available to attend the conference and policy sessions.

Union officers are informed that 500 rooms have been reserved at the Palmer House for the conference sessions. A reservation post card was enclosed with the letter of in-

formation and instructions in order that rooms can be obtained by the delegates. It is important, say those in charge of the Chicago meetings, that reservations be made promptly in order that it may be determined well in advance of the sessions the number of delegates who may be expected to attend.

The General Over-the-Road Conference will adjourn not later than 5 o'clock Friday afternoon, March 30. All business will have been disposed of and final plans made in order that delegates can plan their departures by Friday evening.

Warehouse Conference

The Warehouse Conference will be held on March 31 and will continue all that day and adjourn by 5 o'clock Saturday afternoon. The letter of instructions makes clear the exact time of meetings and the proposed time of adjournment in order to enable members to plan their conference and departure times exactly.

Members who are coming to the general meetings are asked to be in Chicago March 29—except those delegates living in Chicago or vicinity. Efforts are being made to have a full attendance, to start the meetings promptly and to dispose of the assigned topics on the agenda in the allotted time of the conference sessions.

Local unions, joint councils and others are invited to send suggestions on the proposed 1951 National Checking Campaign. Such suggestions should be sent to Mr. Beck at 552 Denny Way, Seattle 9, Washington. The suggestions will be considered at the Policy Committee

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Industry Group Sets Session

AN ALL-INDUSTRY strategy and planning meeting will be held this month in Washington, D. C., under the auspices of the Trucking Industry National Defense Committee. All elements of the industry will be represented—union, operators, and manufacturers.

The industry committee in announcing the plans for the all-industry conference pointed out that the session scheduled for Washington is a follow-up to the meeting the committee held on February 8 with Eric Johnston, Administrator of the Economic Stabilization Agency. The industry committee was formed in February in order to present the needs of the trucking industry to the various agencies in the defense mobilization program.

Efforts are being made to combine the resources of the various factors in the trucking industry to serve the nation effectively in the present defense program. Rapid growth of motor truck transportation is making this form of freight hauling of increasing importance to the American economy, the committee emphasizes.

Administrator Johnston was promised complete cooperation in the defense mobilization program by the industry committee which met with him. Executive Vice President Dave Beck currently is chairman of the Trucking Industry National Defense Committee. He acted as spokesman for the group in the Johnston meeting. The committee, composed of representatives of truck-trailer manufacturers, trucking associations and the union, has a rotating chairmanship.

Others who attended the meeting with the stabilization chief included Leslie C. Allman, president of the Truck-Trailer Manufacturers Association, and John V. Lawrence, managing director of the American Trucking Associations. Allman rep-

Protection of Interests of Motor Transportation Before Government Agencies Is Principal Task of Group Composed of Labor, Operators and Suppliers



TRUCK TOPICS—Eric Johnston, Economic Stabilization Administrator, hears about trucking problems in defense. **LEFT TO RIGHT**—Senator Warren Magnuson of Washington; Johnston; Dave Beck, Executive Vice President, and Leslie C. Allman of the Truck-Trailer Manufacturers Association.

resented Roy Fruehauf, president of the truck-trailers manufacturers and Lawrence represented Leland James, ATA president. Also present was Senator Warren Magnuson of Washington, who is also a member of the powerful Senate Interstate Commerce Committee. An expert on transportation problems, Senator Magnuson was present at the meeting to help underscore the importance to the nation which motor transport plays in the defense period.

Others who attended the conference with Johnston included the committee's general counsel, Arthur D. Condon of the law firm Davies, Richberg, Tydings, Beebe & Landa; Ray Leheney; John C. Stevenson,

Los Angeles attorney for the Teamsters; John Hulse and Vern Drew, secretary and research director, respectively of the Truck-Trailer Manufacturers Association.

One of the principal tasks of the industry committee is that of protecting the interests of motor transport before the various mobilization agencies of the Government. This assignment involves representation of trucking's interests, particularly in the field of materials allocations at a time when there is a diminishing supply of raw materials essential to keep motor transport rolling.

The story of motor transport's consideration in the defense program is being written in terms of orders,

recommendations and exemptions which are being made by mobilization agencies, particularly by the National Production Authority.

Two developments in February are important to the trucking industry. Members of the Automotive Replacement Parts Manufacturers Advisory Committee on February 13 requested the NPA to consider exempting the industry from materials conservation orders because of the essentiality of the motor car and truck to the civilian economy and defense program. The advisory group told NPA that without uninterrupted adequate replacement (repair) supplies, buses, trucks and civilian automobiles essential to the nation's economy would wear out and become immobilized.

NPA officials, according to the official word from the agency, informed the committee that "provision will be made for overall maintenance, repair and operating supplies needed to keep industrial and public transport running." The NPA also said that it is now the intention of the Authority that in the forthcoming Controlled Materials Plan now being developed there will be established a claimant agency for material needed in the civilian economy through which trucking needs could be served.

The committee noted that in the requirements for repair parts trucks are in a more favorable position than are civilian automobiles. About 53 per cent of the trucks now rolling were manufactured since the end of World War II.

Another meeting was held by another transportation advisory committee—the Motor Truck Manufacturers Advisory Committee. This group met with NPA officials and advised them that the truck manufacturing industry is finding it difficult to schedule plant operations in the absence of complete information of requirements of defense and defense-supporting users of motor trucks. The committee was told by NPA that more complete information should be available shortly.

Following a detailed discussion of the general needs situation the committee recommended to NPA officials that the Authority consider exempting it for the remainder of the first half of 1951 from limitation orders in the use of aluminum, copper and other scarce materials. The advisory group further recommended that a review be made at the end of the first quarter to determine the status of needs and supply with a view to granting exemptions for the remainder of 1951.

Limitation Explained

The committee heard detailed explanation of the limitation orders and members were told how to apply for individual relief under adjustment provisions of present copper, aluminum, and steel orders. Each application is considered on the basis of undue hardship to the company, truck makers were told.

In order to determine a base period to be supplied to the motor truck industry under the proposed Controlled Materials Plan, the committee was provided with figures on total industry production by weight covering several periods. The committee was asked to study these and report their suggestions as soon as possible to the NPA Transportation Equipment Division.

A third development before NPA involves the problem of tires for truck-trailers. The Truck-Trailers Manufacturers Association, a component of the Trucking Industry National Defense Committee, is alarmed at what it calls a "freeze" on truck tires. The association wrote a detailed letter to Manly Fleischmann, NPA Administrator, and said it had found "truck-trailer manufacturers already forced to curtail production by as much as 50 per cent while others are facing immediate production cutbacks unless some relief from the current tire 'freeze' is obtained."

The association said it had found 1,200 truck-trailers complete except for tires and that truck-trailers are being immobilized "while passenger

cars continue to get five tires each in seemingly unlimited quantities."

The reason for this situation, the letter pointed out, is due to the fact that auto manufacturers are holding tire makers or original equipment contracts "which in the face of reduced permitted use of rubber, has resulted in an almost complete curtailment of truck production."

The letter asked for assurance that NPA did not intend "to cripple motor transport by making this one important transportation artery bear the brunt of rubber conservation."

The representations before the National Production Authority together with the proposed Controlled Materials Plan now being developed indicates the pressing need for a united front by the industry, believe spokesmen for both union and management groups.

Important Sessions Set in Chicago

(Continued from page 8)

meetings on March 28 and 29, and if accepted there will be considered at the general meetings on March 30.

In order that the most effective cooperation possible may be achieved, International Organizers, Vice Presidents, and other officers are urged to discuss the National Checking Campaign with officers of joint councils, local unions, area conferences and trade divisions.

Since the work of Over-the-Road members is closely related to that of warehouse members, Vice President Beck has also called the annual meeting of the National Warehouse Conference. A letter has gone forward to the members of the Policy Committee of the National Over-the-Road Trucking Conference advising them that the National Warehouse Conference will be in session on March 31.

Many members of Over-the-Road unions have also taken part in Warehouse Conference activities particularly as a cooperating branch vitally affected by warehouse activities.

Rail Propaganda in High Gear

THE stimulus given to highway transportation by technological improvements, and even more by competition within the industry, has provoked the railroad interests to enlist the assistance of our state legislatures and governments in an effort to oppress and demoralize the trucking industry. These anti-social big-business tactics of the railroads are a flagrant imposition on the public welfare since they run counter to the accepted truth that crippling regulation of the trucking industry cannot make the inefficient railroad business efficient. The greatest danger to our nation today is the exercise by giant public railroad monopolies of undue political influence. The country's position becomes hazardous indeed when such influence is exerted by men whose social position and private efforts secure for them general respect.

Having been conditioned for the past few years by the propaganda against the trucking industry, our state legislatures are now led to conclude that the time is ripe to bridle the business with artificial restraints to the point that freight diversion to the rails will be sufficient to break the back of the highway freight industry. For years the normal economic usage of oleomargarine has been stifled by the imposition of unnatural heavy taxes promoted by the selfish interests in the dairy field. It is natural indeed for the crafty lobbies maintained by the railroads to copy the oleomargarine patterns as a means of swelling the profits of the rails. To grasp this novel source of revenue, the tax-mad state governments are too willing indeed to cooperate with the railroads. Such hasty action in collecting a few tax dollars destroys the only natural regulator for the giant railroad industry in the states. Transportation costs today are reasonable only

Legislatures Solicited to Help Ruin Trucking Industry by Monopolistic Political Influences; Ton-Mile Tax Is One of Main Railroad Weapons

because of the existence of a strong, aggressive trucking activity; one has only to contemplate what railroad shipping costs would be if there had been no trucking industry over the past 10 years.

The most common scheme now afoot to damage the trucking group is the "distance-weight" or "ton-mile" tax. An extensive investigation of the "ton-mile" plan indicates that it has been adopted in eight states and later found totally impractical, and abandoned. These states are Oklahoma, Iowa, Georgia, Wisconsin, Minnesota, and Tennessee. This type of taxation would require the establishment of ports of entry to control interstate trucking. This would hamper the flow of goods, and would destroy the present amiable reciprocity now enjoyed between the states. The proposed system would touch off retaliatory measures. Ports of entry would slow down physical shipment.

Report Cited

Joseph B. Eastman, the late Federal Coordinator of Transportation, studied the problem under Congressional directive and his report included the following statement: "The gross ton-mile index assumes that responsibility for wear and tear is in proportion to the product of gross weight and annual mileage. It is felt that such a charge has little relation to responsibility for maintenance costs . . . it ignores in important respects the effects of differences in the ways in which loads are transmitted to pavements and roadway structures, and in the utilization of road facilities. It has therefore, little merit."

Motor vehicles are now subject to two direct taxes. The registration tax, and the gasoline tax. Both are fair. The third tax would result in an additional cost structure under which the industry would labor. Many other transportation industries in this country rely on government subsidy for part of their revenue. The trucking industry operates without subsidy. Incidentally, it is one of the largest taxpayers in any state—and is next to agriculture, the largest industry.

Trucking interests are convinced that the ton-mile tax has proved unsatisfactory to the various state governments that have attempted it; such a tax is impossible to enforce properly or to administer; such taxes are unproductive and expensive to collect. When these taxes depend on the voluntary declarations of the individual operators, a dismal existence is in store for the tax collector.

In spite of all the grave and sound objections to this strangling proposal of the railroads to balance the state budgets, the confusion and inertia in the trucking industry is such that smooth-running rail lobbies will encounter no opposition.

The strange solicitude of the railroads for promoting the public welfare at the expense of the trucking industry is being properly handled by a grand jury at New Brunswick, N. J. Within the past few days the Pennsylvania Railroad was indicted on charges of manslaughter for being responsible for the disastrous wreck at Woodbridge, N. J. Eighty-four charges of manslaughter have been made against this

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General Executive Board Meets

THE General Executive Board met at Miami Beach, Fla., beginning January 31, 1951. All members of the Board were present at each session with the exception of Vice President Michael Cashal who, because of illness, was unable to attend the meetings.

The General President expressed his sorrow and deep feeling of personal loss at the passing of Vice President John P. McLaughlin, characterizing him as a man of integrity, high character, and of staunch loyalty and devotion to the International Brotherhood. It was decided to convey, in an appropriate manner, to the family of Vice President McLaughlin and to the membership of Local Union No. 85 the high regard and esteem in which Vice President McLaughlin was held by the general officers and members of the General Executive Board and the deep sorrow and regret that was theirs at his passing.

Brother Frank Brewster, president of Local Union No. 174, at Seattle, Wash., was appointed by the General President Ninth Vice President to fill the vacancy on the General Executive Board. This appointment was unanimously confirmed. Brother Brewster took the oath of office and assumed his duties as Ninth Vice President at the meeting held on February 2, 1951, and thereafter attended each session of the Executive Board meeting.

The appointment of Brother John Rohrich, secretary-treasurer of Excavating and Building Material Drivers Local Union No. 436, as International Trustee to fill an existing vacancy was unanimously confirmed.

Raymond Leheney, secretary of the Union Label Trades Department

Brewster Becomes Vice President; Plans Go Forward for 1952 Convention; Disagreement in New York Weighed; President Green Talks

by DANIEL J. TOBIN

of the American Federation of Labor, appeared before the Board, and requested that the International Brotherhood increase, this year, its financial assistance to the Union Label Trades Department. The General Executive Board unanimously decided to comply with this request.

The President of the American Federation of Labor, William Green, appeared before the Board and spoke of the problems now confronting the organized labor movement of this country, particularly those problems that have arisen and are arising because of the national defense efforts. He expressed his appreciation for the many contributions made to the American Federation of Labor and to the trade labor movement generally by the International Brotherhood.

The matter of a disagreement between Truck Drivers & Chauffeurs Local Union No. 478 and the Port of New York Authority, involving the operation of the Port's Newark, N. J., Terminal, was considered. Representatives of the Port of New York Authority, of Local Union No. 478, and of Joint Council 73 of Newark, N. J., appeared before the Board and advised of the circumstances causing this disagreement which centered about the provision in Local Union No. 478's present contract with trucking employers limiting the transfer of more than 5,000 pounds of freight. After the matter had been fully heard, the General Executive Board decided to notify Local No. 478 that this pro-

vision of its present contract, which will prevent the use of the existing Newark Terminal, erected, after public hearings, as a mandate from the Legislatures of New York and New Jersey, will not receive the approval of the International Brotherhood when the present contract expires, and to advise Local No. 478 that no renewal or continuation of the present contract containing the same or a similar limiting clause will be approved by the International Brotherhood.

The General President was authorized to appoint a committee to make arrangements, subject to the general supervision and approval of the General President, for the holding of the 1952 Convention of the International Brotherhood. He appointed Executive Vice President Dave Beck, Secretary-Treasurer John F. English and Brother Fred A. Tobin as this committee.

A disagreement between Truck Drivers Local Union No. 807, New York City, and Joint Council No. 16 of New York City, relating to the payment by Local No. 807 of certain legal fees in connection with activities of an Area-Wide Committee formed for the purpose of negotiating a uniform agreement for the trucking industry of New York and New Jersey, and raising the question whether Local No. 807 had been suspended from affiliation with Joint Council No. 16 because of its failure to pay a share of these fees, was presented to the Board by representatives of Local No. 807 and Joint Council No. 16. The General Exe-

cutive Board unanimously decided that Local No. 807 be ordered to pay its disputed share of the fees involved, and further decided that Joint Council No. 16 did not suspend Local No. 807 from affiliation with it, and did not and does not, under the facts and circumstances presented to the General Executive Board, have either the power or the authority to do so.

After a discussion of the National Checking Campaign, the General Executive Board unanimously declared the National Checking Campaign to be a national policy of the International Brotherhood, and decided to call upon all Joint Councils, area operations, International officials, organizers, etc., to participate and assist 100 per cent in the highest attainment of the objectives of the National Checking Campaign.

Brother Frank Tobin gave a report for and on behalf of the Building Committee relating to the construction of the proposed Teamsters' headquarters building at Washington, D. C. He called attention to the fact that a cutback in the consumption of rubber has been ordered, that limitations on the use of aluminum and copper were being prepared, and that allocations of steel were commencing. He also stated that shortages of steel and non-ferrous metals would become a great deal more acute in the months ahead because the full weight of defense and essential programs had not as yet been felt. Because of the present repression and prospective greater repression of the civilian buying to secure a supply of materials essential for armament needs, and as a result of numerous conferences held with representatives of the Federal Government concerning the present defense efforts and material requirements for the same, he recommended, on behalf of the committee, that the construction of the proposed headquarters building, at Washington, D. C., be postponed until the government withdraws or

modifies its priority schedule on materials essential to the construction of this building. The report of Brother Frank Tobin, together with the recommendation to postpone construction of the building, was unanimously approved and adopted.

Arrangements for the successful operation of the Retirement and Family Protection Plan, approved and adopted by the General Executive Board at its June 1950 meeting, were completed.

Secretary-Treasurer English was appointed Trustee under this Plan and an Administrative Committee to function under it, consisting of Executive Vice President Dave Beck, Fred A. Tobin, and David Kaplan was appointed.

The dispute between Chauffeurs, Teamsters & Helpers Local Union No. 404, Springfield, Mass., and the New England Conference of Teamsters relative to payment by that local union of certain moneys to the Conference was considered by the Board. Confining its decision solely to the particular facts and circumstances involved in this dispute, the General Executive Board decided, without establishing a precedent of any nature, that Local No. 404 be ordered to pay to the New England Conference of Teamsters the disputed amount involved.

Executive Vice President Dave Beck reported on the activities of the Warehouse Division of the International Brotherhood and advise that in this connection the Division had raised money to defray part of the costs of these activities. The General Executive Board unanimously decided to appropriate for that Division a sum equal to that raised by the Division.

The Secretary-Treasurer of the American Federation of Labor, George Meany, appeared before the General Executive Board and spoke of the price and wage stabilization activities of the Federal Govern-

ment. He concluded his remarks by thanking the International Brotherhood and the General President for the fine support and cooperation he has always received in carrying out his duties as Secretary of the American Federation of Labor.

A financial contribution by the International Brotherhood to the World Federation of Free Trade Unions was unanimously approved and authorized.

In the matter of the jurisdictional dispute between Local No. 107, Highway Truck Drivers and Helpers, Philadelphia, Pa., and Local No. 355, Truck Drivers and Helpers, Baltimore, Md., relating to the J. W. Burris Company, Milford, Del., the General Executive Board decided that the operations of that company, operating out of Milford, Del., remain in the jurisdiction of Local No. 107.

The appeal of Samuel Feldberg from the decision of Joint Council No. 10, Boston, Mass., upholding the decision of the Executive Board of Local No. 259, Newspaper, Chauffeurs, Distributors & Helpers, Boston, Mass., was heard. The General Executive Board unanimously set aside the decisions of Joint Council No. 10 and Local Union No. 259 and reinstated Feldberg as a trustee of Local No. 259.

The appeals of Edward Wagner and others from a decision of Joint Council No. 40 of Pittsburgh, Pa., upholding a decision of Local Union No. 211 relative to seniority rights, were heard and considered. The General Executive Board, expressly ruling that its decision was not to be regarded as establishing a precedent of any kind, and expressly limiting and restricting this decision to this particular case and to the particular facts presented therein, unanimously sustained the decision of Joint Council No. 40 upholding the decision of Local No. 211.

The appeals of Frank Koubek, Raoul B. Mikesell, Fred Lawther and Ward R. Sexton of Local Union No. 249, Pittsburgh, Pa., from the decision of Joint Council No. 40, pertaining to seniority rights with the Pennsylvania Truck Lines, were heard and considered. The General Executive Board unanimously upheld the decision of Joint Council No. 40.

The request of Harry Taylor for reinstatement into membership of Freight Drivers & Helpers Local Union No. 557, Baltimore, Md., was approved. The reinstatement, which had earlier been approved by Local No. 557 and Joint Council No. 62, was subject, however, to final approval by that Local and Joint Council. The reinstatement was also subject to certain further conditions.

The provision of Article II, Section 2(g) of the constitution of the International Brotherhood, providing that no individual owner or vendor shall be eligible for office in any local or to vote on any wage and hour scale unless the local is composed entirely of individual owners and vendors, was considered and discussed. Because of several adverse court decisions based upon this provision of the constitution, it was deemed to the best interests of the International Brotherhood and the local unions that this provision of the constitution be amended by the General Executive Board, pursuant to the authority conferred upon the Board by Article II, Section 2(h) of the constitution. The Board thereupon unanimously decided to amend Article II, Section 2(g) of the constitution by adding after the word "venders" appearing in the last line of paragraph (g) the following:

"The General President may, however, when he deems advisable for the best interests of the International Union and the local union concerned, and upon petition and recommendation of the local union, allow, subject to other provisions of

Brewster Named Vice-President

Long a Leader in West Coast Teamster Movement; John Rohrich of Cleveland Is Chosen International Trustee

The General Executive Board in its recent session named Frank W. Brewster, of Seattle, Wash., ninth



Frank W. Brewster

vice-president of the International Union.

Brother Brewster is secretary-treasurer of the Western Conference of Teamsters and has long been a leader in Teamster activities on the

this constitution, full voting rights in such local union to all individual owners or venders who are members of said local union. Written notice to said local union, signed by the General President, shall be conclusive evidence of such action and of the authority of the local union to permit such voting rights."

General President Tobin expressed his appreciation to each member of the Board for his diligence and interest in dealing with the various matters considered by the Board during the progress of the present meetings, and thereafter adjourned the meeting of the General Executive Board, subject to call by the General President.

West Coast. He has been a member of the union since 1913.

In 1921, the new vice-president was made business representative of Local 174. He became secretary-treasurer of his local union eight years later.

Brother Brewster was active in the formation of the Western Conference of Teamsters in 1937 and became secretary-treasurer of the conference in 1938. He also has served as chairman of the Western Conference policy committee.

The vice-presidency vacancy was created by the death several months ago of John McLaughlin.

Another veteran servant of the Teamsters' Union has been named to the post of International trustee. He is John Rohrich, secretary-treasurer of Local Union 436, Cleveland. Brother Rohrich joined the International in 1910. He was made a salaried officer of Local 407 in 1911, and when he transferred to Local 436 in 1914, he continued to serve as secretary-treasurer of his local, a position he has held ever since.

Rail Propaganda

(Continued from page 11)

railroad giant, in spite of its attempts to shift the responsibility for the wreck, probably the worst in transportation records, to the engineer, who fortunately was not killed and could give his side of the story. Upward of 70 people were killed recently in a wreck on the Long Island Railroad. The grade-crossing death toll of the railroads is never a subject for discussion in our state legislatures if the railroad lobbies can prevent it. In view of the recent unsavory safety record of our railroads, we wonder how long our state capitols can continue to tolerate their insolence and arrogance.

AFL Council Has a Busy Session

MOVED by the seriousness of the national emergency, the mid-winter Council Meeting of the American Federation of Labor, held at Miami, Florida, brought forth some changes in official policy of labor and serious disapproval of several Administration policies.

The AFL has always been opposed to universal military training but, in view of the dangers we face from Russia, altered that stand to favor a limited UMT. The Council suggested that, for the duration of the emergency, UMT be constituted and that, when so instituted, it be ended promptly on the end of the emergency. Said the Council:

"In view of the present war emergency, the Executive Council favors limited universal military training, provided, however, that it shall end with the emergency; that it shall not become part of our educational system, and that it shall in no way transgress upon or become part of our civilian system of service, production and distribution, or be used in any way to limit, restrict or interfere with the rights of labor individually or collectively."

Labor Ignored

The Council condemned the action of the Administration in forming the war cabinets of the nation without any due regard for the importance of organized labor. The Council said better wages and price rules could be formulated and declared:

"It goes without saying that it would be the height of injustice to impose wage stabilization upon the nation's workers before the cost of living is securely anchored . . . the federal agencies have made no sincere effort to enlist . . . over-all teamwork. Labor has been ignored."

The Council statement called on

Leaders of Organized Labor Vote Support for Change in Opposition to Universal Military Training; Urge Faster, United National Action

Economic Stabilizer Eric Johnston to accept "labor's sincere desire to render the highest service in the national emergency."

In a statement on the housing situation, the Council said the Administration should eliminate housing shortcomings, call in the Building Trades and formulate some plans to provide needed housing where it is most needed and at rents workers can afford to pay. It is feared that Administration cut-back orders will slow housing progress. The Council said that curbs have been made on low-income housing and middle-income housing but that luxury housing has not received any curbs.

The Council favors pay-as-you-go national financing but it opposed any more taxes on incomes below \$3000 a year. It pointed out that excise taxes, hitting these people hardest, have been increased since 1945. State and local sales taxes have gone up two and a half billions annually. Property taxes are up three billions.

The Council favors increases in income taxes above \$4000, on corporate incomes, elimination of special privileges for certain types of taxpayers and increases in gift and estate taxes. The Council strongly opposes any more excise taxes or federal sales taxes.

Supports Show

The Council voted strong support for the Union-Industries Show to be held in Chicago May 18-26 and will hold the next Council Meeting there at that time.

A pay raise for governmental employees was favored by the Council,

which voted a ten-point program for a sound international policy: 1—All-out mobilization efforts. 2—Consideration of foreign efforts to better themselves and fight communism in granting aids. 3—Peace treaties for Western Germany and Japan. 4—Middle East defense pacts, to include Iran, Turkey, Israel and the Arab states. 5—World-wide economic conference of free nations. 6—Brand Communist China an aggressor, impose sanctions, deny UN seat. 7—Support for Nationalist China. 8—Aid for democratic forces behind the Iron Curtain. 9—Full support for all independent movements and disavowal of all imperialism. 10—Strengthening of the United Nations Organization.

Eisenhower Supported

The Council cabled the full support of the AFL to General Dwight D. Eisenhower as Supreme Atlantic Commander and pledged its energies to "rallying the millions of workers in support of the cause of peace."

At the Council meeting, James C. Petrillo, president of the Musicians, took his seat as a member, filling the vacancy caused by the death of Joseph N. Weber, late President-Emeritus of the Musicians.

The Council accepted the resignation of Joseph Keenan as director of Labor's League for Political Education. He will continue to serve until a successor is elected. Keenan has accepted the post of Secretary-Treasurer of the Building and Construction Trades Department of the AFL, left vacant by the death of Herbert Rivers.

EDITORIALS

Two Million Kids

Two million children were not in school last year who should have been, reports the Federal Security Agency. These youngsters are growing up in an age when production and wages are at all-time highs and the temptation to make quick money is strong. Family needs also contribute to the pressures forcing youngsters out of school and into paying jobs.

A shortage of teachers, lack of proper buildings and educational plant are other reasons why hundreds of thousands of our youngsters are getting short-changed.

Here are some other figures on the two million kids: 275,000 were in court for delinquency; 1,700,000 get aid as delinquent children.

The human erosion of curtailed education is somewhat relieved by advances which have been made in securing pensions, most of which have been won by the efforts of trade unions. We still have a long way to go in terms of dealing with the young people properly. We need to take steps to see that our country's future is not jeopardized by having large numbers of youngsters cut off from educational opportunities.

It is short-sighted indeed to curtail education in a period when a good education means more to economic advancement than it has ever meant before.

Motor Casualties Up

Fatalities from motor vehicle accidents last year showed a sharp increase—11 per cent over 1949 and the highest figure since 1941. The total killed in vehicle accidents in 1950 was 35,000, as compared with 31,500 in 1949.

The greatly increased number of automobiles on the highways and congestion around urban areas undoubtedly accounts for many of these accident fatalities. The one greatest cause, however, is human carelessness. As trite as the saying is, it should still be said that there is no substitute for a careful driver.

According to the National Safety Council, 90,000 persons were killed in accidents of all kinds last year and another 8,900,000 were injured. The cost in money of this appalling record was estimated at \$7.7 billion. Next to those dying in motor accidents, the largest number killed lost their lives in home accidents—27,500. This figure is far too large also, and here again the factor of human carelessness plays a large part.

It is the job of all of us to contribute to safety. This is a task which is a continuing one and one that should challenge our attention at all times.

Too Many 'Generals'

When the voters elect a man to Congress, they expect the man they honor to look out after the national interest. Usually, they pick a lawyer, a farmer, a teacher or a person who has distinguished himself in some other line of endeavor.

Seldom, if ever, do the voters choose a Congressman because of his skill in military matters. Yet, today in Washington, too many Senators and Representatives have developed suddenly into expert military strategists, by their own admission. These men should remember that they were elected to make laws, not military decisions. The people would prefer to continue relying on the decisions of their military scientists for military decisions.

Those who persist in wrangling over such decisions should remember, too, that the road to peace is a narrow one. If we don't travel it together, we're likely to fall in the ditch together.

State Action Is Important

Congress is commanding major attention in the legislative field, and with the unsettled international situation continuing is likely to hold the public spotlight. This attention, however, should not deter the attention of the workers from the various state legislatures which are convening in 1951.

Forty-four state legislatures and three territorial legislatures are in session this year. In the legislative senates are 1,839 members, of whom 782 are Democrats and 956 are Republicans and 101 are unaffiliated. In the 5,754 members of states' Houses of Representatives 3,116 are Democrats and 2,453 are Republican with 185 independents.

On the shoulders of these 7,500 lawmakers rests the important burden of legislating on a great variety of problems of vital moment to working people. Action at the state level can be of the utmost importance—a fact which big business interests have realized since the establishment of the country's first state assembly.

It is important for trade unions to watch progress of

legislation in the state as well as in the national forums. State Federations usually are vigilant. We hope all of our locals will cooperate closely with their State Federations in the endeavors to see that vicious legislation is prevented and sound legislation is adopted.

While Congress may seem like the main show—and is for most purposes—we must not forget the state legislatures.

Watch the Big Boys

The tax bill for the defense and arms program is in Congress and there will be a great deal of pulling and hauling before final enactment of the measure.

The prospects to date are that the little fellow will have to bear an extraordinarily large share of the coming tax burden. There are three things which can and should be done by the Government.

First of all, the Bureau of Internal Revenue should be especially vigilant of the big boys in the tax field. Commissioner George Schoeneman of Internal Revenue, testifying before the House Ways and Means Committee recently, came up with some interesting revelations on the conduct of big taxpayers. He said that 7 out of 10 tax returns in the \$25,000 annual income group were not correct and those reporting income from business operations were wrong exactly half the time. He expects Internal Revenue to collect \$1,900,000,000 this year and \$2,000,000,000 next year. Plenty of vigilance on the part of the Government can continue to recapture a lot of funds that should go to the U. S. Treasury.

The second thing that should be done, and this by Congress, is: plug the tax loopholes. Many of America's powerful interests are busy thinking up ways to evade taxes. The petroleum interests have been particularly fortunate in this respect and in its efforts the industry has had tender solicitude of many a Congressman from oil states. The tax loopholes should be plugged.

The third step which should be taken is that of an exceptionally close scrutiny of the needs of the nation in terms of the revenue to be raised from the little fellow. Extraordinarily high taxation is a weapon against inflation, to be sure, and a revenue means, but it can also hurt the economy when an undue portion is shouldered by those least able to bear it. Congress should consider with great care the way the tax burden is going to shape up before giving final approval to a tax bill.

Gompers Was Right

It was revealed recently that the late Samuel Gompers extended the hand of friendship to the Russian people at a critical time in the founding of the present Soviet state.

In March, 1918, President Gompers, as head of the American Alliance for Labor and Democracy, cabled words of friendship to the Russian people. He told of

the long friendship of the American Federation of Labor for the Russian people and said workers in the United States "were pained at every blow to Russian freedom, as they would be by a blow at their own. . . ."

"We assure you," cabled President Gompers, "that the whole American nation ardently desires to be helpful to Russia and awaits with eagerness an indication from Russia as to how help may most effectively be extended."

Two observations should be made in connection with this message of 43 years ago this month:

1. Most of the organizers of the first All-Russian Congress to which the cable was sent have been executed by Stalin.

2. Mr. Gompers expressed the friendship of the American workers for the Russian *people*. It is important to note that Gompers realized that any appeal from America should be made to the *people* of Russia. That is a lesson which could well be practiced today by the Voice of America.

As long as spokesmen of the free world carry on a barrage against the Russians in general and fail to distinguish between the people and the arrogant power-thirsty leaders, we can hope for little progress in building friendship between the East and the West. But if the Voice of America and others interested in tearing down the Iron Curtain can appeal to the people directly, thereby sidetracking the Russian leadership, there may be hope of bringing some semblance of sanity among the peoples of the East.

Gompers' efforts of 43 years ago were sound then and the appeal would seem sound now, at a critical time in our international relations.

Canada Carries On

The Canadian Parliament has before it proposals for a greatly stepped up defense program on the part of our northern neighbors. Brooke Claxton, Minister of Defense, in his message to the House of Commons, outlined a program which would cost \$5 billion in the next three years.

While the sum \$5 billion may not sound large to us, it represents a substantial boost in Canadian outlays. The proposed defense expenditure over the next fiscal year would be about \$1,600 million, as compared with pre-Korean budgets of about \$425 million annually.

Strength of the active forces is to be boosted by 70 per cent. One hundred ships and many small craft are to be put in commission for the Western defenses. The Royal Canadian Air Force is to be brought up to the strength of 40 regular and auxiliary squadrons, requiring more than 3,000 additional aircraft.

What Parliament may do with the proposals we cannot say. It is clear that Minister Claxton recognizes the perils of today's world and is taking appropriate steps to bring Canadian strength to a higher degree of readiness than it has been since World War 11.

RED BALL EXPRESSES

Roll in KOREA and EUROPE

THE Red Ball Express rolls again! At a cross-roads in Korea traffic is heavy. An MP is routing traffic slowly around a wrecked tank. From afar off the whine of a siren is heard. He looks up and sees a speeding caravan of trucks bearing down. Jeeps take to the ditches! Marching units stand aside! Even generals are sidetracked, for the MP has seen a big red ball on the front of the lead truck!

It's the Red Ball Express, speeding men, equipment, ammunition, and rations to the fighting front in Korea. It has the top priority as trucks again play the leading part in this war as they did in World War II.

The Red Ball Express originated with the Normandy Invasion. Three days after D-Day, items were being rushed by truck from the many supply depots in England to the beaches and ports on the invaded continent. These Red Ball trucks were given priority on the highways and military police escorts preceded them as they sped their urgent cargoes to Southampton. There they were moved alongside coasters which were already loaded and ready to sail except that an area was left in the square of one hatch to accept about 100 tons of this top-priority cargo for stowing so it could be immediately unloaded when the ship docked across the channel. The wheels were almost spinning when the truck was winched to continental soil and the Red Ball express was burning up the roads toward the invasion front!

The British, when they saw the success of the American procedure, also adopted it. The Red Ball Ex-



A Red Ball Express truck convoy roars through a shattered town with supplies.

press became the pride and boast of the Transportation Corps as it achieved miracles in supply.

In World War II the Red Ball made such a military impression that today Army plans are being made and a new Red Ball Express is looming again for Europe. One of the major take-off points will be the port of Bordeaux, France, where a military depot is now being set up to make sure that American arms and supplies keep moving toward Western Germany and West European defense forces.

In recent weeks the North Atlantic Treaty Nations have begun active consideration of the Russian threat to Eastern Germany. It was decided that present supply ports in Germany are perilously close to the red frontier.

To plan in advance for any possible contingency, an Army Transportation Corps plan for a truck

supply line through France to Germany is now being put into operation.

Recently the largest allied truck convoy since the end of World War II set out from Mannheim on a 650-mile journey to Bordeaux. The trip was made by the big convoy without incident. It was the first peacetime "red ball" to roll in Europe. If war comes, it will be historically important as the pioneer trip along the supply route from the west to the east, although this initial convoy was run in reverse order.

If in the future Hamburg and Bremen should be taken over by an enemy power, supplies would be reballed into Germany along the proven route.

Now, with another war on its hands, the Red Ball has been reborn. While ships, airplanes and railroads all have vital roles expediting shipments, the motor truck



Left: Special fueling depots like this supply the busy Red Ball trucks with gasoline, oil and other services along road. Below: "High in the saddle" is this Red Ball driver headed for the front in the ponderous rig used for fast freight service.



Above: Bad Korean roads prompted this sign: "Built 1492, Re-built 1950."



Left: Alien to the land is this modern equipment at work on the road to Taegu. Below: Trucks between Taegu and Waegwan found going smoother after improvements to "highways."

is the backbone of the entire undertaking.

Many of the tough, durable drivers of the tough, durable trucks which have fought the good fight in Korea are former members of the Teamsters' union. The Army, recognizing the fact that an expert civilian trucker will also make a crack combat trucker, has assigned many of our former members entering the armed services to the cabs of the Army's trucks.

In Tokyo and Yokohama, trucks are loaded and sped to the West Japan port of Kyushu where they are run aboard ferries to complete their service to Korea. Together with rail service from Tokyo-Yokohama, this service has relieved the airlift required since the fighting in Korea began. The entire trip can be "redballed" in two days.

(Continued on page 30)





OPERATION WATERLIFT

UNION truckers played a major role in "Operation Waterlift," an emergency action to furnish water to Columbia, Pa., which went through a week of near-disaster as the result of a flood-created water supply shortage.

The emergency occurred the week of February 11 when the angry waters of the Susquehanna flooded the pumping station of Columbia, a city of 12,000 located in the south-eastern part of the state's rich Pennsylvania Dutch country.

The pumping station which provides the town's water supply became flooded and was completely out of commission. The town faced both a fire peril and the necessity of getting enough water to carry on normal activities.

Trucks of all sorts were mobilized. Stake trucks with water-filled milk cans came from York, Lancaster and other towns. Larger trucks, including dump units became improvised tank trucks with farm and industrial boilers put aboard for water hauling. Milk and fuel tanks were mobilized also from York, Hershey and Lancaster. Milk trucks would make their regular deliveries and then return as soon as possible to the waterlift.

Fire pumps were used to unload water from tanks and tank trucks into the town's 3,800,000 gallon reservoir. An emergency canteen was set up by a clergyman for the truckers and volunteer workers.

Union drivers, particularly from dairies and milk runs, played an im-

portant part in helping to supply water. Volunteers—truckers, firemen, and townspeople—worked around the clock to bring in water while the pumping station was out of operation. An emergency pipeline was set up to bring in water pending a falling of the flood level.

The improvised water-lift proved, according to Red Cross and other disaster relief volunteers, that motor transport is an all-purpose essential element of modern life. Union truckers were proud of the part they played in helping to stave off suffering and disaster in Columbia.



Fire trucks provided pumping power to load and unload water.



Flooded pumping station is shown in circle. Frozen river is in background.

Safety Rules Changes Opposed

THE International Brotherhood of Teamsters has sounded vigorous disapproval of proposed changes in the Interstate Commerce Commission regulations governing trucking safety. In response to an invitation from the ICC, the Teamsters' Union gave the following views to the Commission in opposition to the suggested changes:

In accepting the Commission's invitation to submit its views upon the proposed new safety regulations, the Teamsters' Union wishes initially to underscore what ought to be self-evident. Its interest in safety upon the highways equals or exceeds that of any other party. Among its membership are more than 200,000 men daily engaged in driving for-hire motor carriers of property. These men, constantly exposed to the hazards of the nation's highways, have continuously insisted through their local organizations that every feasible step be taken to maximize safe operating conditions. There ought to be concern over the increasing number of accidents involving for-hire motor carriers. Any measures which appear genuinely calculated and effective to reverse this accident trend will be supported by the Teamsters' Union.

Introductory

Any realistic consideration of existing or proposed Commission safety regulations has to be undertaken from a wider viewpoint than a mere examination of these regulations, standing alone. It has to be considered whether such rules are likely to be obeyed, or can be enforced, and, most importantly, whether basic conditions provided by other aspects of Commission regulation establish a sound foundation upon which to predicate safety regulations. These considerations make it necessary to refer to certain

Teamsters' Union Presents Statement in Opposition To Proposed Alteration of ICC Safety Regulations; Asks That Safety Rules Be Based on Experience

By **FRANK TOBIN**

other proceedings now pending before the Commission which bear importantly upon the present proposal for revision of the existing safety regulations.

These related proceedings are styled *Ex Parte* MC-43, and are concerned with the present leasing practices of motor carriers of property. In these proceedings it was established that the Commission's safety regulations are flagrantly violated and always will be, so long as the Commission continues to tolerate the fundamentally unsound, so-called "leasing practices" which are resorted to by a number of motor carriers of property. The reasons why this is true may be briefly stated.

Leasing Evils

The Commission, departing from all customary cornerstones of public utility regulation, does not require its licensees to own the physical means of performing the public service they are authorized to undertake. Frequently, and in growing measure, the authorized motor carrier with extensive operating rights owns no motor vehicles or only a few. Such an authorized carrier, when offered freight to transport, resorts to the "lease" of an owner-driver vehicle.

Among the many evil consequences of these "leasing practices," perhaps the most important is the violation of the Commission's safety regulations which the system breeds. The situation is such that constant and flagrant violations of safety regulations are literally induced.

Disregard of the safety regulations is most prevalent when the arrangement between carrier and owner-operator is for a "trip-lease" only, but usually inheres in any type of lease arrangement.

Unfair Expense

Concretely, the authorized carrier engaging an owner-operator for a trip-lease has no means of ascertaining the driver's qualifications, accident record, or current driving hours. The owner-operator's vehicle may be physically present for inspection, but practical economic facts assure that the carrier will not inspect it. It is not reasonable to expect that the carrier will undergo the expense and time of an inspection of the vehicle, when the carrier is merely engaging it for a one-way trip. The expense of a reasonably thorough examination of the driver and his vehicle might be out of all proportions to the revenues to be realized by the carrier from retention of the owner-operated vehicle.

From the owner-operator's point of view, it is to be remembered he is exploited by the system, as the high casualty rate among owner-operators attests. Only too frequently, the owner-operator is under compelling economic necessity to keep driving in order to make ends meet. He cannot afford to rest. He cannot afford the expense or idleness of having his vehicle garaged and maintained. Economic pressure forces him into violations of safety regulations.

So long, then, as the Commission tolerates the basically unsound con-

ditions inherent in present carrier "leasing practices," consideration of most of the Commission's safety regulations is little more than an academic exercise. It is pointless and profitless to contend that existing rules should be strengthened in this way, modified in that way, and revised in this further particular, when the plain fact is that the safety regulations, whatever they be, will be flouted and that the general pattern of motor carrier transportation will assure and encourage this. Safety regulations that exist only on paper are worthless, no matter how fine in theory or how well they may read. The Commission, in our view, might devote its time and energy with more profit to the establishment of sound basic conditions in the industry which would conduce to safety observance, rather than merely to prescribe additional safety regulations which its other policies undercut.

The Commission's 64th Annual Report, issued November 1, 1950, glaringly points up the relationship between safety and leasing practices. The Report notes (p. 55) that "carriers of property reported about 7 per cent more accidents in 1949 than in 1948, while passenger carriers reported 2 per cent fewer accidents in 1949 than in the preceding year." All the relevant evidence would suggest that the reason why property-carrier accidents sharply mount, while passenger-carrier accidents decline, is to be found in the prevalence of "leasing" by authorized property-carriers, but not by passenger-carriers.

Driver Responsibility

The most important revision of the safety regulations proposed by the Commission is unsound, and illustrates how far the Commission has strayed from the accepted standards of regulation. Heretofore, the Commission has always imposed the responsibility for adherence to the safety regulations upon the carriers. This is, of course, where it belongs and where it ought to remain. But

the revisions proposed by the Commission would not only place equal responsibility upon the driver, but are so arranged and worded as to give every inference that the primary responsibility for adherence to the safety requirements is placed upon the driver, and not upon the carrier.

This thesis of driver-responsibility for adherence to safety requirements permeates the revisions. The existing rules are framed in terms of application to the motor carrier, and provide that *motor carriers* shall or shall not do specified things. The proposed revisions are framed, sometimes in terms of application both to the driver and the motor carrier, and sometimes in terms of application to the driver only. The important Part 2, relating to "Driving of Motor Vehicle," speaks uniformly throughout its several score provisions that "*the driver*" shall obey certain requirements. Parts 1, 3, 5, and 6 also purport to lay duties upon "the driver" as well as the motor carrier.

Lacks Authority

Passing for the moment the propriety and equity of thus placing on drivers the responsibility for compliance, it is plain that this Commission proposal must fail for lack of legal authority. The Motor Carrier Act of 1935 does, it is true, give the Commission extensive powers over motor carriers, but it is confined to power and jurisdiction over *motor carriers*. The Commission must lay its commands upon them, as such, and not upon individuals who are relatively minor employees of motor carriers.

This is abundantly clear, not only from the general logic of the situation, but from the precise language of the Act itself. The key section 202(a), defining the limits of the Act, applies its provisions "to the transportation of passengers or property by *motor carriers*." Section 204(a), concretely granting to the Commission power to prescribe safety requirements, reads with unmistakable clarity in terms of regu-

lation of carriers. Thus 304(a)(1) provides "It shall be the duty of the Commission to regulate common carriers—, and to that end the Commission may establish reasonable requirements with respect to— qualifications and maximum hours of service of employees, and safety of operation and equipment." Subsection 2 is identical in language with regard to *contract carriers*, while subsection 3 permits the Commission "to establish for *private carriers*" requirements respecting safety.

Criminal Penalties

The difference between regulation of motor carriers and regulation of minor employees of motor carriers is not unimportant. Section 222(a) of the Act prescribes criminal penalties for violation of the Act, including regulations issued by the Commission pursuant thereto. If the Commission's proposed rules were to stand, potential criminal liability would overhang hundreds of thousands of drivers to whom it has never before been extended. It is not to be supposed that Congress intended to grant so extensive a criminal jurisdiction without very expressly so indicating. In other and appropriate instances, Congress did impose criminal penalties on both motor carriers and their officers, agents, and employees, but in these instances the need is apparent and the language is clear. Thus, any person, whether carrier or officer, agent, employee, or representative of the carrier, is criminally liable for certain defined acts such as a willful and fraudulent effort to avoid regulation (Section 222(d)), an unauthorized disclosure of information (Section 222(e)), or a willful refusal to make reports (Section 222(f)).

The Commission's regulatory powers with respect to safety are ample even though they operate directly only upon carriers. It may prescribe, as it always has done in the past, that motor carriers must require their employees to obey all

designated requirements. The immediate burden thus falls where it should—upon carriers subject to the act. Adequate compulsion upon drivers will always be present even though the safety requirements do not fall directly on them. There is initially, of course, the control exercised over them by their carrier employers. Secondly, the requirements of the Commission's safety regulations applicable to driving are frequently duplicated by state or municipal traffic laws, to which drivers are subject. In the third place, drivers who conspire with or abet their carrier employers in deliberate violation of the safety requirements may be answerable under Section 222(d) of the Motor Carrier Act to which we have previously pointed.

Unusual Proposals

Since the Commission lacks statutory power to impose safety requirements directly upon drivers, it is unnecessary to consider at any length the merits of the proposal. That it is unsound and highly improper is beyond question. The Commission has direct control and power over all carriers subject to the Act, and ought to regulate them and their activities directly. It is not a correct or sound procedure to reach out and control carriers by such indirect means as laying duties upon their employees or representatives, with criminal penalties for non-compliance. If the Commission feels that its control over carriers is not adequate to achieve effective safety compliance, the Commission alone is answerable for this fact. *It is a lamentable commentary upon the present effectiveness of motor carrier regulation that the Commission should suggest its inability to require obedience by carriers, and should now seek to achieve obedience by laying criminal penalties upon their employees.*

Part 6 of the proposed rules, with regard to the safety and maintenance of vehicles, affords a particularly pertinent illustration of how un-

healthy is the Commission's proposal to exert direct control over drivers. Proposed rule 6.71 would require every driver, before driving a for-hire vehicle, to conduct an elaborate inspection of it in order to ascertain that it is in safe operating condition. *This proposal represents an unwarranted effort to shift or dilute the carrier's responsibility for the safe-operating condition of its vehicle.* It is the carrier which, if it be a common or contract carrier, has obtained a certificate or permit from the Commission, and it is the carrier which the Commission must hold to a severe accountability for the proper condition of its vehicles. An effort to thrust on employees would invite trouble and raise complicated questions of labor relations if the carrier and driver disagree as to the safe condition of the vehicle.

Proposed rule 6.2 is of particular interest in requiring carriers to maintain "a systematic inspection and maintenance record—for each motor vehicle controlled" by it. Is the person who prepared this proposal actually aware how much for-hire property carriage is now being conducted? Carriers are increasingly resorting to the lease of owner-operator vehicles on varying arrangements, ranging from the trip-lease to a supposedly semi-permanent basis. Which carrier will control the many owner-operator vehicles and provide for their systematic inspection and maintenance?

Driver Qualifications

Part 1 of the Commission's proposals would very drastically alter the present physical qualifications which drivers must meet. Included among the proposals is one for a very comprehensive and annual physical examination. It must be observed at this point that the Commission gives an appearance, here and elsewhere, of having a great deal more concern about the qualifications of drivers than it has about the qualifications of the motor car-

riers who hold its certificates or permits. If there are to be periodic reviews, it would be more to the point to review annually the operations of motor carriers rather than the physical condition of their employees.

Particulars Cited

In at least three particulars, we regard the proposals as unreasonably severe. (1) Proposed rule 1.22 would substantially lift the minimum eyesight qualifications, and require drivers to possess a visual acuity of 20/40 in each eye, forming a field of vision horizontally not less than 140 degrees. We are unaware of any reason why this drastic revision of eyesight qualifications should be made. There has been no showing or suggestion that experience, or an analysis of accidents, or anything else, has motivated this proposed change. In the absence of any showing as to the need of such change, it can not be accepted. It might be pointed out that the qualifications for operators of Government-owned vehicles, as approved by the Federal Safety Council, require only vision of at least 20/40 (Snellen) in one eye and 20/100 (Snellen) in the other.

(2) Proposed Rule 1.35 incorporates a form (Appendix A) prescribing the requirements for physical examinations to be made of drivers, and including as a requirement: "Electro-cardiogram is required for all drivers 45 years of age or older—." Again, there is no showing or suggestion why this expensive requirement may be necessary. There is no showing that any accidents have been traceable in the past to lack of this requirement, or that it is a reasonable and needful measure to prevent potential accidents. It is to be noted that this requirement for electro-cardiograms for drivers over 45 is a blanket and inflexible one, and is not to be undertaken only if a stethoscopic examination discloses the necessity for it.

(3) Proposed Rule 1.32 requir-

ing detailed physical examination of drivers at least once in every 12 months is also unduly severe and burdensome, and not shown to be required by experience or otherwise. If the principle of recurring examinations were to be adopted, compelling them every year is far too onerous. We do not believe any principle of this sort is appropriate.

It is to be remembered that persons are dependent for their livelihood on driving. Those persons who become truck-drivers and give their younger and more vigorous years to this exacting labor must not be junked for arbitrary reasons when they reach an age where it would be difficult to obtain employment in other fields. If the overall driving record of a man of 40, or even 60 for that matter is satisfactory, there is no good reason why he should be forced from his employment because, all other things apart, he fails in one particular fully to achieve the arbitrary physical standards the Commission now proposes to erect. Apart from the tragedy to the individual, his long experience in safe driving operations ought not to be lost.

Any requirement imposing periodic physical examinations ought to be thoroughly studied in the light of all its consequences. Among matters for study are the necessary provisions to be made for drivers who, after possibly 10 or 15 years of driving, suddenly discover their qualifications have dropped below (perhaps even only temporarily) the standards the Commission proposes. This lowering of an individual's qualifications might result from natural causes or might, of course, be attributable to the strain imposed by his occupation. Under any circumstances, it can hardly be supposed that drivers are to be arbitrarily and inexorably booted out of their occupation without appropriate provision being made for them. Any prescription of recurring physical examinations could only be made in the light of sound and comprehensive plans for

More States Are Considering Legislation Involving Trucks

A variety of problems affecting highway transport is being presented in the various state legislatures.

In New York State, Governor Thomas E. Dewey was reported showing an interest in the possibility of raising \$20 million to \$30 million in new revenue by imposing a ton-mile tax.

In Georgia, the continuance of an emergency 1-cent gasoline tax to finance a new social security program for the state's permanently handicapped citizens was asked by Governor Herman Talmadge.

The fight for a 2-cent increase in gasoline taxes in South Dakota will be continued by the South Dakota Good Roads Association.

Ohio would like to increase gasoline taxes but Governor Frank J. Lausche recently told a press con-

ference that the possibility of a stiff increase in Federal gas taxes would jeopardize Ohio's hope for a tax boost.

In California there has been introduced in the state senate a proposed billion-dollar highway program. The bill would boost gasoline taxes and provide for new four-lane roads.

A so-called "master plan" of road construction in Pennsylvania has been recommended by the State Highway Planning Commission. The new program would be based on a 12-year period and would cost \$2.5 billion, "without any tax increase on highway users," says the commission chairman, James S. Burger.

The Indiana legislature has a bill which would permit the impounding of any truck found to be overweight.

the welfare of those who may be thus suddenly deprived of their means of livelihood. A recognition of grandfather driving rights or relaxation of requirements for those with long and satisfactory driving records are among other matters to be considered. Certainly, the trucking industry cannot be allowed to avoid "the burden of employee wastage incident to its operation" (*United States v. Lowden*, 308 U. S. 225, 240) by the simple fiat which the Commission now proposes.

Proposed rule 6 of Part 5 would require a driver, whether "dead-heading" in a company vehicle or riding on a public conveyance, to be considered on duty for purposes of determining his hours of service. There is no suggestion why this revision of existing regulations should be made. Such a rule could only rest upon the assumption that there is no difference, in terms of fatigue, between driving a motor vehicle and riding as a passenger in one. Manifestly, this assumption is not correct. The person "dead-heading" in a company vehicle, hav-

ing no responsibility for its operation and perhaps resting in comfort, should not be compelled to classify this time, for purposes of computing his hours of service, as no different from time actually spent driving.

Conclusion

While the Teamsters Union has a genuine concern for safe operating conditions, it believes the problem should be approached in the light of experience rather than on unsupported theorizing. Experience has shown what measures it is imperative the Commission take forthwith to promote safety in the operation of motor carriers of property. Realistic restrictions on carrier "leasing practices" would more effectively promote safety than any revision of the present safety regulations, however fine they might appear on paper.

A hearing is requested in the event the Commission should deem it unnecessary otherwise to modify the proposed rules in the manner suggested.

TEAMSTERS team up with MANAGEMENT in Driver Safety Clinic



THE Western Line Drivers Council has earned the applause of insurance executives, the police authorities and management for the efforts it has exerted during the past three years in behalf of the Los Angeles Driver Safety Clinic.

The Western Line Drivers Council entered into a cooperative effort with the employers simply to benefit the working conditions and welfare of its members. More than 15,000 drivers have gone through the analyzing procedure of the clinic.

The clinic does not undertake to teach a driver how he ought to drive. It is assumed that he is already a professional and capable driver. What the clinic does is attempt to bring to the surface any hidden faults he may hold and bring them to his attention and to the attention of his employer.

For example, if a driver is found to be afflicted with any appreciable degree of night blindness, it is to his benefit and that of his employer for the latter to use him only on day hauls.

Most of the firms send their drivers to the clinic for a yearly check-up. The firms pay the examining fee of \$5. The drivers take both mental and physical tests which are administered with the aid of a large group of machines and devices peculiar to such testings. Many of these simulate road conditions under laboratory conditions.

After the testing is over, the driver sits down at a table with the



An attendant performs a side-vision test on driver Harry Adler at the Driver Clinic in Los Angeles sponsored jointly by the Western Line Drivers Council and employers.



Manuel Rodriguez, member of Local 208, takes the test which determines his reaction time. He follows the white ribbon with wheel, also watching the small signal lights.

examiner, an expert in his own field, who gives him the "cold turkey" information on what, if anything, is wrong with him. He will be told what his driving faults are and how to correct them. In addition, his company will get a full report on the results of the examination.

The Western Line Drivers Council will not clear a new man for hiring until he has taken the tests and passed them. In this manner, the prestige of the Council is protected and the employers know that the union truckers they hire are efficient and capable.

The clinic is a non-profit organization. The physical examinations it administers are required by Interstate Commerce Commission rules and by the California Public Utilities Commission. The other tests are psycho-physical tests which meter visual speed and accuracy and driving skill.

Other tests include those which gauge reflex speeds, ability to estimate distance and speed-distance differentials, ability to see clearly following exposure to strong lights (glaring headlights). Other tests discover the ability of the driver to see to the sides while looking ahead (peripheral vision), and color-blindness.

More than 400 companies in Southern California have endorsed the tests by sending their drivers through them. They have proven the worth of the clinic by accident reductions. One company reported that after their drivers had undergone clinical tests their accidents dropped to six, compared with 32 for a similar period a year before the clinic use was begun.

The clinic, while it does not cure deficiencies, makes the driver aware of any deficiencies he may possess and permits him to make allowances for them. The trucking industry of California has nothing but praise for the Western Line Drivers Council because of its cooperation in fostering and encouraging the use of the clinic.

THE TEAMSTER LOOKS AT WORLD TRANSPORT



Holland Hauling

WATERWAYS transportation is one of man's oldest methods of travel and freight hauling. Of the many types of waterways and methods in use none is more colorful than the canal system of Holland.

Canals and windmills are synonymous with Holland and have been the subjects of painting, poetry and stories for centuries. Canals were developed out of geographic necessity, for Holland is the lowest section in continental Europe.

The thrifty Dutchmen have reclaimed large sections of their land from the sea and have thrown up protective dykes. Not only do they keep out the sea, but a series of dykes encloses much of the canal system. It is not unusual to see water-borne traffic carried along on a level higher than the surrounding fields.

Canals are the principal method of traffic and communication in Holland. Practically every town and community is connected with other communities by the inter-locking network of canals in the little country of less than 13,000 square miles. In winter the frozen surfaces are used for skating and sleds both commercially and for pleasure.

In Holland there are some 2,000 miles of canals and on this system plies river traffic of all sorts from small boats up to 2,000-ton cargo barges.

The Dutch are credited with being the first to develop canal locks, but others credit the Italians with lock invention and development. But regardless of origin, the Dutch today operate and maintain locks which contribute toward making the canal system of Holland one of the most unusual transport systems in the world.

No. 8
OF A SERIES



GREETINGS of the season ladies! Spring is just about to come breaking through. Easter comes early this year. Are you planning a new outfit? You may be interested in a few notes from the spring New York and Paris fashion showings.

The latest silhouette involves what is known as "controlled" fullness. This fullness is chiefly in front, flying away at the sides or rippling softly in the back. Waists are slim, slim, slim, and big pockets, peplums and apron effects make getting rid of your winter "spare tire" as quickly as possible if you are to look lithe and luscious in your new spring frock or suit. Incidentally skirts are being worn 15½ inches from the floor this season according to the powers that be in the fashion world.

Stripes and checks are popular in coats this season as well as lovely plain pastels in many shades of gold and maize, several tones of lavender, orange, mint green, rose, bright medium blue and cherry red. The princess style coat seems to predominate, gored to considerable fullness. Sleeves are fashioned so they may be turned up to three-quarter length or shorter and worn with long white or black gloves or in a contrasting color to set off your outfit.

In the hat world, fashion experts decree that the tight little off-the-face number worn the last two seasons is "out" and the slightly larger sailor, bowler and what-have-you to be worn forward on the brow covering the hairline, is "in."

Well so much for a fashion forecast. Be sure your Easter outfit carries the union label.

* * *

Kiddie's Party

And while we're on the subject of Easter, it is the perfect season to have a party for your small fry. Here's a suggestion for an Easter Saturday or Easter Monday celebration for them.



Send invitations to all their little friends on egg and bunny cut-outs which they will love to help you make.

You might make it a luncheon party. When the children have assembled, give each one a little basket purchased from

the Ten-Cent Store. In these they find a sandwich, piece of fruit, paper carton of chocolate milk and sugar cookies in Easter cut-out shapes for dessert.

After lunch you can hold the traditional Easter basket hunt which all children love so well. The little lunch baskets come into service to hold the colored eggs, jelly beans and little candy novelties you have previously hidden for the children.

* * *

Make a Quilt

They say the women of these United States are the "makingest" critters known. Statistics have it that nine out of 10 American women like to "make" things, and crocheting, embroidering, needlepoint, and sewing are their most popular hobbies. Quilt making is coming back into popularity these days. Why not try your hand? Again, the indispensable Five and Ten-Cent Store has books of patterns and for 25 cents you can purchase a whole pound of quilt scraps—nice new pieces of bright cotton materials, left over from the dresses, aprons, etc., cut out in wholesale lots by the manufacturers.

* * *

Pretty Boxes

And while we're on this creative business, did you ever get a very beautiful birthday card or Valentine that you liked very much and that perhaps had a special sentimental value for you? Well instead of consigning it to the little white



box tied with blue ribbon that contains your dried-up wedding corsage and your baby's first shoes, why not make something with it that you can use every day. Get a wooden cigar box or a round tin such as candy comes in. Lacquer in your favorite color or use black which is always effective. Allow to dry thoroughly, then glue the picture part of your card in the center of the box securely, seeing that all edges are flat. Then paint over the surface with a heavy coat of clear shellac. You will have an attractive box for your handkerchiefs or cosmetics or sewing and in addition will have that precious memento where you can look at it often.

Brighten Up the Corner

Early spring always makes me long for flowers around the home—I get that urge common to us women to "brighten up the corner where you are." Of course, cut flowers at this season of the year are pretty high for the pocketbooks of most of us, but why not purchase a couple of geraniums, available in my hometown, in the five and dime for 49 cents. They will bloom profusely if given plenty of sunlight and water and they serve a double purpose. They'll satisfy your desire for a bright plant in your house now and come warm weather, will be a decided asset to your garden plot or window box where they'll bloom until late fall. Give them a little plant food with Vitamin B about every 10 days and keep the tops pinched off, to insure, full, healthy foliage and lots of blooms. Incidentally those pinched-off tops stuck in the earth will produce another geranium plant.

* * *

That Doe-Eyed Look

Girls, have you ever envied others their long, thick dark luxurious eyelashes? Well, there are many who have these naturally and they truly are to be admired and envied. But if yours are the rather sparse type—pale and rather anemic looking, there is something you



can do. Get yourself a good waterproof mascara and learn to apply it skillfully! You've no idea what an improvement it can make in your appearance. I always have admired the pretty eyes and long dark lashes of a friend of mine. One day she showed me how she looked without mascara—there was an amazing difference. Her eyes looked much smaller and her lashes which are not too long and are light on the end, didn't show up at all. So gals, make the best of what you have, with beauty aids. No heavy-handed dramatic business with the eyes now, but just a touch of mascara and eyebrow pencil for that doe-eyed look.

* * *

Unusual Gift

Do you have a birthday gift to buy for a special girl friend soon? There are some lovely sets of perfume and soap in the stores just now that are just a little different and unusual. They are flower-of-the-month fragrances. You can buy the soap or toilet water for the birthday month—for example, April is "Lily-of-the-Valley" I believe. I know June is "June Rose," or if you prefer you can buy a set of miniature bottles or a box of guest size cakes of soap in the scents for every month—12 of them, or in sets of six, entitled "Winter-Spring Collection" and "Summer-Autumn Collection." I received a 12-month set for Christmas and I just love every one of them. The fragrances are delicate and delightful.

SHORT HAULS



FTC Aims to Reform Sharpie Auto Dealers

Some of the evils of sharp-trading installment sellers in the automotive field are in for a bit of reforming if the Federal Trade Commission has anything to say about it.

The FTC in a move to halt deceptive trade practices has issued a series of rules which should give the consumer a break. Under the fair trade rules the seller cannot misrepresent insurance coverage or rates and must provide an itemization of the sale listing all items and their price including the amount to be credited to down payment, balance, etc. The complete cost of the car including all payments, insurance coverage and financing charges must be listed. Deceptive rate charts and signature on a blank installment sale contract are forbidden. Tie-in requirements making it mandatory to have a certain insurance company are also out under the new rules.

The Federal Trade Commission hopes the rules will be carried out and if they are not, "appropriate proceedings" are promised by the Government agency.

Rail Workers' Woes Laid To Passing by Joneses

Failure of railroad workers to "keep up with the Joneses" in the way of wage increases may be one of the basic causes of the recent railroad strikes, believes a leading economist, J. A. Livingston.

The writer lists weekly earnings increases since 1939 and since 1946 in Class I railroads, steel, autos, bituminous coal, metal mining, printing and publishing, construction and petroleum.

In all of these classes railroad weekly earnings were lowest and the percentage of increase since 1939 and since 1943 were also lowest in

all categories. Railroads showed an increase since 1939 of 108 per cent as compared with 128 per cent for autos; 130 for steel; 137 for printing and publishing; 144 for petroleum; 145 for metal mining; 158 for construction, and 208 for bituminous coal.

High Cost of Highway Casualties Underscored

A new safety slant on the high cost of highway casualties is given by the Automotive State Foundation in commenting on the 35,000 road casualties last year.

Of the 35,000 traffic deaths last year about 21,000 were men of military age and these deaths represented a loss of 485,000 man-years of productive work or military service. In the hundreds of thousands injured were at least 100,000 permanently disabled, their productivity to society greatly curtailed or lost altogether, says the foundation.

"L. P." Will Be Lifesaver In Gasoline Shortage

Something new has been added to the motor fuel field which may be a real lifesaver in event of strict wartime gasoline use regulations.

The new item is called "L.P." or liquified petroleum gas. The product is new to most motorists although it has been in use for years as a commercial and industrial product for heating, cooking, refrigeration and space heating.

Already thousands of farm tractors, buses, and many truck operators have adopted L.P. The gasoline requirements of farm tractors were some of the main reasons why we had gasoline rationing in World War II. Under L.P., this reason has largely disappeared.

L.P. is a by-product of natural gas and petroleum and a combina-

tion of butane and propane, both gaseous hydrocarbons. Under heavy pressure these are changed or condensed into liquid form and forced into containers which can be suitably and conveniently carried in heavy duty motor vehicles. The liquid is forced from the container into the engine to produce combustion thereby generating the driving power.

The economy in cost of the new fuel over conventional gasoline is one reason for the rapid growth in use. In some sections of the country L.P. can be purchased for nine cents a gallon as compared to 24 cents for gasoline, both giving approximately the same mileage. The new form of fuel has escaped the many taxes which have been imposed on gasoline also.

In 1927 only a million gallons of L.P. were put on the market while today, experts say that almost 4,000,000,000 gallons a year are used.

L.P. may be a real fuel trump card in event the pinch in gasoline becomes critical.

Armed Forces Ordering Gas Turbine Trucks

A few months ago in THE INTERNATIONAL TEAMSTER, the new Boeing gas turbine truck motor experimental testing was reported. These experiments have apparently proved highly successful for it was recently announced that the armed forces are taking all the output of the tiny turbine power plant.

The gas turbine unit developed by the Boeing Airplane Company underwent road tests for several months. The 200-pound engine developed 170 shaft horsepower and in a truck rig it displaced a power plant weighing 2,500 pounds.

The first production contract for Boeing on this unit came from the Navy which wants the engine to supply electrical power for minesweep-

ers now under construction. The Navy for months has had the engine in a personnel boat on Lake Washington shuttling back and forth in experimental tests. The Army and Air Forces are said to be considering the gas turbine engine for road vehicles and light airplanes.

Credit Curbs Blamed For Workers' Hardships

The present drastic anti-inflation restrictions promulgated by the Federal Reserve Board on installment buying is having serious effects on the working man's ability to acquire a new car, an auto dealers' association reports.

The association has requested the Federal Reserve Board to change its 15 months payment terms and revert to the previous period which allowed 21 months on installment purchases. The stricter regulations were issued by the FRB September 18, 1950.

Instead of helping to curb inflation the new regulations are stimulating it, say association spokesmen. It is reported that many working families are withdrawing savings, borrowing on their life insurance, cashing in war bonds and otherwise trying to scrape up enough to meet down payments and the new terms.

High freight rates in western areas further penalizes potential car owners in the West and Far West it was reported. The FRB was asked to hear direct testimony from dealers in the West who would report on experience since the new regulations went into effect.

Motor Transport Spurs Suburban Development

The automotive and motor transport have had marked effects in the growth of suburban areas, a survey of the 1950 census figures indicates.

In 1940 cities of the 12 largest metropolitan areas had 21,000,000 persons and the suburbs 14,000,000. The spread in population was narrowed by 1950 when the cities had 23,000,000 and the suburban areas

Like the Early Teamster



A resourceful pie salesman called on his trusty horse when seven inches of snow and ice paralyzed most of the mechanical means of transportation in large areas of Memphis recently. Above, the horse snorts out as she pulls along a main thoroughfare.

19,000,000. Or to put it another way: The cities showed a growth percentagewise of 8.7 per points whereas the suburbs grew by 32 per cent.

The census figures show that the growth of suburbs is nearly two and a half times that of the national rate of population increase which is 14.5 per cent.

Population experts see a close relation between the growth of suburban areas and the increased use of motor transport for pleasure and commercial purposes.

Remember Many of These Pioneer Automobiles?

Fashions in motor cars and names change as a backward glance at the automobile show, formerly a national institution, will indicate. While auto manufacturers do not anticipate the phenomenal development in the second 50 years that took place in the first 50, they do enjoy looking back at the progress and changes which have taken place in the industry.

"The up-and-coming motor vehicle industry has a bright future," said the exhibitors in the first National Automobile Show in Madison

Square Garden in New York in 1900.

Through the years a number of names have come and gone. We still have a Packard and an Autocar (changed to trucks, however) from 50 years ago. Here are some names from an old-time show, 1907 vintage: Acme, A. K. American, Anderson, Electric, Brush, Cartecar, Chadwick, Colt, DeLuxe, Dragon, Glide, Holsman, Jackson, Laue, Lambert, Marmon, Maxwell, Briscoe and others.

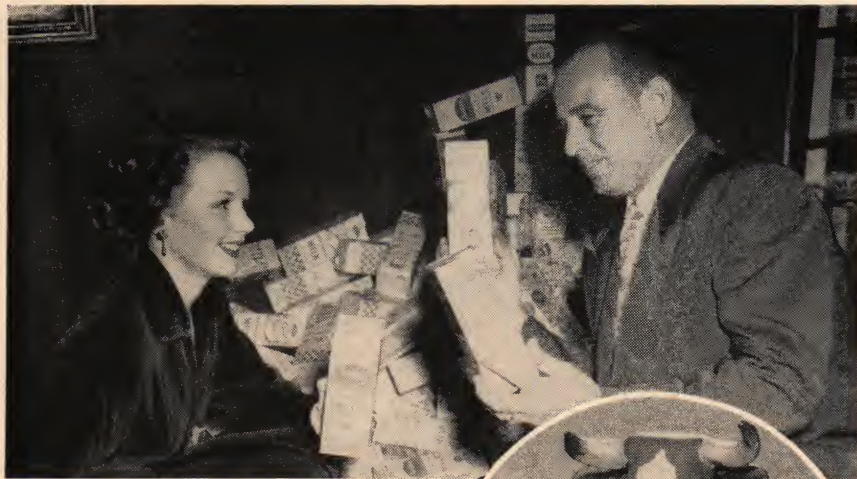
Octane Ratings of Gas Due to Be Regulated

Industry leaders expect a drop in the octane ratings of fuel available for civilian consumption during 1951. Limits would be 90 for premium, 86 for intermediate and 84 for low-grade gas.

In most inland areas, octane ratings are, at the present, in line with or below these figures. Tetraethyl lead is needed for defense.

At least one producer had objections. He said: "Give me my allocation of tetraethyl and let me make the most of the best gas I can." He was, however, a minority.

'The MILKMAN' Scores Hit with TEAMSTERS



Above: Attractive Piper Laurie, starred in "The Milkman," gets some fine points on milk delivery from William Nissen, No. 441, Los Angeles. Circle: Jimmy Durante and Donald O'Connor as the milkmen in the Universal-International movie butter up a producer.



UNDERSTANDING of human relations and labor-management relations will be materially advanced by the new motion picture, "The Milkman," William Nissen, secretary of Los Angeles Retail Milk Drivers Union Local 441, told a preview audience of the picture recently.

Nissen declared that of the two, human relations was the more important because it had an important bearing on the lives of all people, workers, educators, professionals and others.

Nissen praised the milk industry, about which the picture was made, for its outstanding contributions to American health. "From the testing of cows to the physical examinations of all employees engaged in processing and distribution, and the sanitary bottling of milk to its delivery fresh to the home in a palatable and safe condition, the industry has performed an outstanding

job and is a credit to American know-how and free enterprise," Nissen declared.

He pointed out that the movie industry was highly instrumental in shaping the American way of life.

He stated that the movie industry was in part responsible for today's excellent processing and distribution of milk, because of the fact that pictures were used extensively to train dairy employees.

Nissen termed the very fact that he, as a representative of labor, was speaking to the preview audience, a challenge to any other form of government that claims to have a better system of handling labor relations.

The long record of amicable contractual relationships with the dairy and film industries was also cited as a bulwark against communism.

Red Ball Expresses Are Rolling Again

(Continued from page 19)

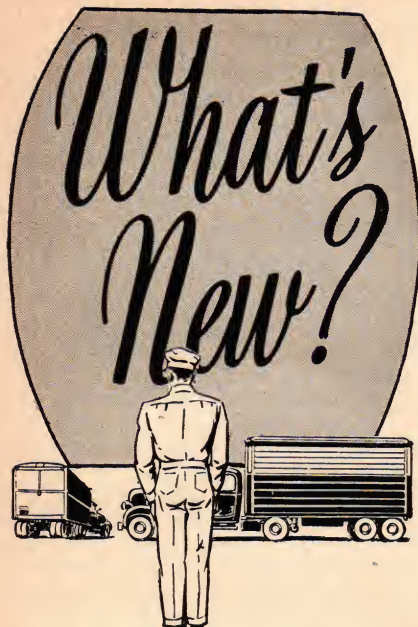
Pusan received most of the supplies from Japan. A stranger would be lost in the maze of port equipment. Trucks discharge and pick up cargoes. Rail cars switch back and forth. Cranes, jitneys, high-lift trucks, ships, barges and small boats all work with clockwork precision but the stranger would see only a forest of men and equipment. This is the end of a transportation "pipeline" that begins 8,000 miles back in the U. S. A.

Troops are unloaded at Pier 1, Port of Pusan. As they come off the gangplank, the fact "This is it" is brought home forcibly to each man as he is handed ammunition and assigned to a waiting truck. Within 24 hours . . . perhaps even less . . . these soldiers will be firing that ammunition! That truck will have delivered them or perished in the attempt. More trucks will have delivered them food and equipment and ammunition and more ammunition to fire at the communists.

As the stranger walked farther down the waterfront of the Port of Pusan, he would find an ammunition ship discharging into waiting trucks. Waiting drivers may have been handed their second or third set of orders. There is no confusion, but the speed and mobility of the Red Ball trucks count highly when changing field conditions require split-second changes in planning.

Overhead, helicopters flail the air, bringing seriously-wounded casualties to the Pusan hospital and returning trucks also carry casualties. Here again the mobility of the trucks count highly.

In Korea the trucks rolled day and night in all kinds of weather and one man became many as he was shuttled from danger spot to danger spot to meet the communist thrusts. One Army truck company rolled over a million miles with 48 vehicles in Korea without a single vehicle missing a day's service.



Safety Switch Breaks Current After Accident

Designed to prevent fires by cutting off the ignition circuit when a vehicle overturns, a new safety switch has been introduced by a Texas manufacturer. It consists of a cylinder of molded Plexiglas enclosing terminals covered with mercury and mounted in a plastic block.

The switch is cut into the primary wire, and when there is a tilt of 45 degrees the mercury flows away from one terminal, thus breaking the circuit. Phenolic block serves as a baffle to prevent accidental breaking of the circuit.

Spray Pump Clears Engines and Machinery



A recently-developed electric spray pump can be used for cleaning engines and machinery which cannot be soaked in a tank. The spray pump, used with a solvent-emulsion cleaner, breaks up solvent mixture into a fine spray, and a water or steam rinse washes away grease

and grime, according to the manufacturer.

The spray pump comes in a small portable model and a larger, heavy duty model.

Compound Is Claimed Preserver of Tires

A non-inflammable compound is said to prolong life of a tire by reducing internal heat. The material is applied to the rim before mounting the tire. It is said to prevent rust and "freezing," making it possible to remove the tire quickly and easily.

The compound is not a petroleum product and does not contain graphite. It is said to be effective in all temperatures.

Carburetor Fitting Aids Engine Performance

Engine performance is improved by use of a newly-introduced carburetor fitting, the maker claims. The device is made of alloy steel and can be installed in less than a half hour, according to the manufacturer, who says his product is particularly effective in preventing carbon formation in the manifold.

Carbon, Sludge Removed By Engine Cleaner

Carbon and sludge can be removed from internal combustion engines with a newly-developed cleaning compound, the manufacturer says. The new cleaner is a blend of chlorinated and phenolic solvents with emulsifiers. It is claimed to give rapid penetration, removing baked-on carbon and sludge deposits.

The compound can be used on aluminum, magnesium, copper, brass, pot metals, etc.

Arc Welders Claim Greater Flux Capacity

Use of Hipersil Steel transformer cores is said to give a new series of industrial a.c. arc welders one-third greater flux-carrying capacity. The increased capacity reduces power consumption and operating costs.

The new line of welders are available in three sizes—200, 300 and 400 amperes capacities.

Removable Nozzle Is Feature of Dusting Gun

A removable nozzle, concentrated air jet and removable air valve for easy service are features of a new heavy-duty air dusting gun. The new gun is lightweight and can be used anywhere compressed air is available. An extension model is made for reaching hard-to-get-at spots.

Warning Light Costs Only Penny a Night



The maker of a new neon warning light says his lamp can be operated at a cost of one cent a night. The unit is powered by 6-v dry cell battery.

A sharp red flash is produced by the lamp every half second and is visible at 2,500 feet. According to the manufacturer, the warning light is weather-proof and shock-resistant. Special clips may be purchased to lock the lamp in place to prevent theft. The unit is available in two models. One has a 360-degree lens, casts light in all directions. The other has a 5-inch directional reflector head visible for two miles.

Signal Whistles When Gas Tank Is Filled

A tank fill signal for gasoline tanks whistles a warning when gas nears the top of the tank. The warning device is said to prevent blowbacks, overfilling and expansion spillage. It enables the driver to get fast fills without spills.

Product Briefs

A cleaner for use on carburetors, fuel pumps and small parts is said to be unusually fast and efficient. It was recently put on the market by a Cincinnati firm.

A conversion kit, recently made available by a Connecticut manufacturer, contains complete needs for installing a flasher direction signal-switch, flasher, sockets and bulbs.

The manufacturer of a heat-resistant aluminum paint claims his product will withstand temperatures ranging up to 1700 degrees Fahrenheit.

A new silicone polish remover, to be used before repainting silicone-coated surfaces, may be sprayed, painted on or applied by hand, then rubbed.

Relax WITH US

Outlived Them

"Yes," said the old dispatcher. "I be 96 tomorrow, and I haven't an enemy in the world."

"A beautiful thought," answered the new preacher.

"Yes, sir," went on the old man, "I've outlived all them drivers."

★

Of Course, He Would

A parson had occasion to reprove a small boy for swearing.

"If you feel you must say something just say 'Brother!'" he said. "Your father doesn't swear, does he?"

"Oh, no, sir!"

"Well, then, if he were working in the garden and suddenly stepped backward on to a rake which flew up and hit him from behind, what would he say?"

"He'd say: 'You're back early, dear!'"

★

The Last Word

A boss had to lay off Pat. To avoid argument, he put the discharge in writing. A week later he saw Pat back at his job. Going to the Irishman, he demanded fiercely:

"Didn't you get my letter?"

"Yis, sur, Oi did," said Pat.

"Didn't you read it?"

"Sure Oi read it inside and outside. On the inside ye said I was fired and on the outside ye said 'Return to the Speedy Transfer Company in five days.'"

★

Ring—Three Times!

A married man's life is just a series of rings. First the engagement ring then the wedding ring and, finally, suffering.

★

Horrible Choice

"Should I marry a man who lies to me?"

"Lady, do you want to be an old maid?"

★

Mum's the Word

A dispatcher and one of his drivers went on a deep sea fishing cruise.

Miles from shore the dispatcher fell overboard and the driver rescued him. The dispatcher said: "What can I do to show my gratitude?"

"Just say nothing about it," replied the driver. "If the other drivers learn about what I did they'll drown me."

It's the Tooth!

"Remember, there's nothing in the world that's impossible to accomplish."

Voice in the rear: "Ever try to push toothpaste back in the tube?"

★

The Teacher

"Now, if there's anything you want," said the landlady, "just let me know, and I'll show you how to do without it."

★

Spectacle-ation

Glasses have an amazing effect on a person's vision—especially when they have been filled and emptied many times.

Inquisitive Cuss

"Why have you got into the habit of walking backwards?" asked the psychiatrist.

"I like to see the expressions of the people following me," replied the patient.

★

Riddled

An Englishman was conversing with the clerk at the Ambassador Hotel. "Here's a riddle," said the clerk. "My mother gave birth to a child. It was neither my brother nor my sister. Who was it?"

Englishman: "I can't guess."

Clerk: "It was I."

Englishman: "Ha ha! Very clever. I must remember that."

The Englishman then told the story at his club. Said he: "Here's a riddle old top. My mother gave birth to a child, and it was neither my brother nor my sister. Who was it? You can't guess? Do you give up?"

"Yes."

"Ha ha! It was the clerk at the Ambassador Hotel."

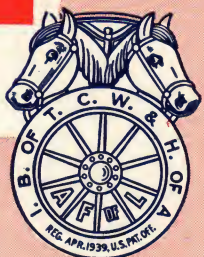
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MOBILIZE FOR DEFENSE



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the 1951 Red Cross Fund

HAVE IT DELIVERED



*E*aster Bonnet or bathroom scales; no matter what you buy, have it delivered. But, more than that, buy only where Union Teamsters are employed. If all Teamster wives would insist on nothing but Union goods and services, the cause of Unionism would advance tremendously! Don't take it home; have it delivered!